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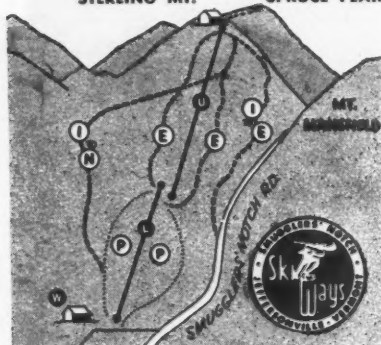


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# SKI

## M A G A Z I N E

Published at Hanover, New Hampshire Volume 21, No. 4

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### COVER PHOTO

Kodachrome by Cliff Gibbs, taken at Arapahoe Basin, Colorado, high-altitude ski area with the longest powder-snow season of any area in the country. This, the first SKI magazine cover reproduced from a 35 mm slide, inaugurates a new editorial policy of not only accepting but preferring Kodachrome transparencies for cover use.

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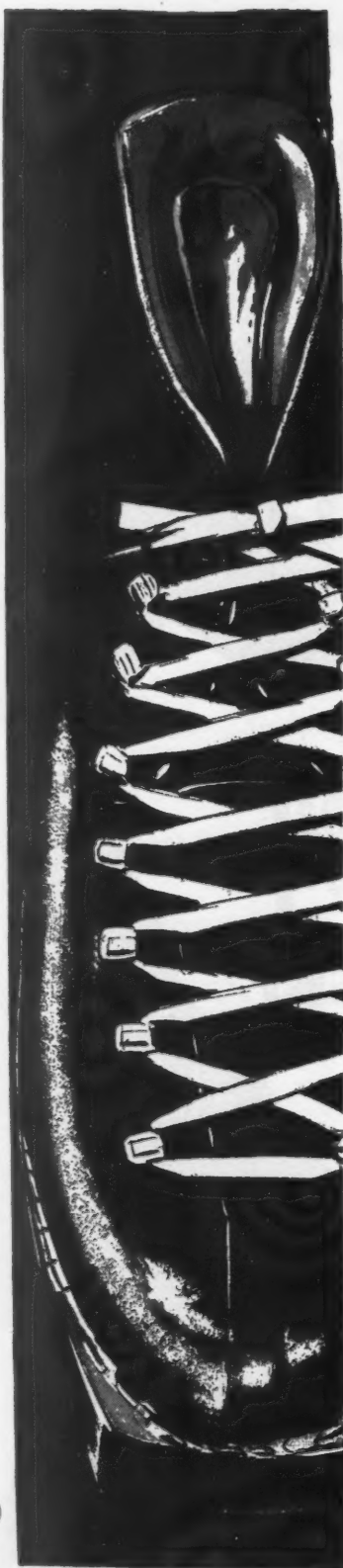
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# LETTERS

Nothing new . . .

Sirs:

The article on wedeln reminded me of a boy who has just had his first date. He's sure that he has discovered something very new. He's right,—and wrong. It's new to him only.

The text and pictures on wedeln sent me to my library where I found *Skiing Simplified* by Hans Georg, published in 1938. The pictures and descriptions are amazingly similar!

L. F. OSBORNE, MD  
Vashon, Washington

. . . under the sun

Sirs:

Judging by their comments on wedeln in your December issue, most of the pros hesitate to admit the existence of anything new. Sure, people skied that way ten years ago—when they had to, in competition or on tough terrain. But they called it "cheating." Now its recognized as the best and most efficient way to ski. Goes to show there's only one "right" way to ski, whether in slalom or powder snow.

A. V. DEMERR  
New York, N.Y.

**Jump engineering**

Sirs:

I read with interest and some chagrin your reply to the request of Mr. DeAlton Rime, Willmar, Minn. for information concerning the construction of a ski jump in the letters column of your November issue.

It is apparent that we have not been successful in getting the word to the hinterland, both east and west. However the Central US Ski Association does have a ski hill engineering committee. The National Ski Association and each of its divisions have similar committees created to help and assist member clubs in the design and construction of ski jumps. This is just one of many services offered by the CUSSA.

Mr. Lawrence Maurin, secretary of the CUSSA, can provide valuable information to any club just getting organized.

STAN DUROSE, Chairman  
Engineering Committee  
Madison, Wis.

• The editors' reply referred to the lack of readily available information in

printed form, a lack which Mr. David Bradley's article in this issue should help to alleviate. All clubs affiliated with the National Ski Association and its divisions (a fraction of the total number of clubs, but a majority of the clubs sponsoring jumping and junior programs) should of course take advantage of the excellent counseling services available.—Ed.

### Too far forward

Sirs:

We are having a disagreement among our skiing friends about placement of bindings. I have 6'6" heads with Cubcos, and they are located with the toe of the boot measuring 41" from the heel of the ski. My friend has the same skis and bindings, only his skis are sevens, and the toe of his boot comes approximately 41½" from heel of ski. Who is right?

PAT BELL

Valhalla, N.Y.

• Your bindings are at least two inches too far forward, while your friend's are about right. The distance from heel of ski to toe of boot should be no greater than one-half the length of the ski.—Ed.

### Teaching wedeln

Sirs:

Your articles on wedeln have caused some confusion among professional ski instructors as well as amateurs. Recently one of my teachers wrote, asking three questions:

1. I understand leaning forward on sideslipping skis would tend to direct the tips of skis downhill. This chap says the tails go downhill.
2. Christies into the hill are done without a follow-through motion of lower arms; in fact a counter motion may be used. But always the skier faces downhill. Is this possible to teach or practical? Is this what you used to teach on Cannon?
3. Finally, in the preparation to performing the wedeln, he suggests a step across the fall line, to get the beginner over the dangerous or difficult portion of the turn. Sounds good to me, how about you? And he recommends use of poles to assist the turn. How about it?

I am always prepared to give my view on any problem that arises in ski teaching. I certainly read the articles in SKI magazine also and did like them too, especially the first one, that put wedeln where it belongs way up on top of the ladder. Continued on page 49



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# news in brief

**Racing circuit:** Following cancellation of an early-season session, national alpine training camps will be held January 2-15 at Sun Valley and January 16-30 at Aspen. Of fifteen men and ten women invited to participate, a good many racers, particularly among the men, may not try out for the FIS team, let alone take part in the organized training. Veteran international competitors BROOKS DODGE and TOM CORCORAN appear headed into resort business; RALPH MILLER is completing stiff pre-med work at Dartmouth. Leading FIS alpine team contenders at present appear to be veterans BUD WERNER, LES STREETER, and MARVIN MELVILLE, plus youngsters BILL WOODS, MARVIN MORIARTY, TED ARMSTRONG and a few others. Best bets among the girls are '56 Olympians PENNY PITOU, BETSY SNITE and SKEETER WERNER, national champions SALLY DEEVER and RENIE COX, '52 Olympic alternate MADI SPRINGER-MILLER, plus ANDREA MEAD LAWRENCE, JANETTE BURR BRAY and NONIE FOLEY (if they decide to try out) and disappointingly few youngsters. . . . TONI SPISS has been selected coach of Austrian men's alpine team. Kitzbühelers SAILER, MOLTERER, HINTERSEER and LEITNER are back on the squad, plus SCHUSTER, RIEDER, ZIMMERMAN, MARK and OBERAIGNER. Although OTHMAR SCHNEIDER and MARTIN STROLZ are teaching in the US this season, the Arlbergers are still represented by GEBHARD HILLBRAND and seventeen-year-old slalom phenomenon KARL SCHRANZ. . . . Swiss team, on the other hand, has lost many of its top racers—RAYMOND FELLAY, RENEE COLLIARD (who is taking yacht trip to Brazil this winter), MADELEINE BERTHOD. Left among the women are FRIEDA DANZER and ANNE-MARIE WASER; among the men, ROGER STAUB and GEORGES SCHNEIDER. . . . New nordic events on US national calendar are the American International Cross-Country and Classic Combined Championships, Ishpeming, Mich., February 16-17 and the National Thirty-Kilometer Cross-Country Championships, Andover, Me., March 16-17. . . . Eighteen US jumpers have been invited to the national training camp at Ishpeming, December 26 to January 1. . . . Rocky Mountain Chapter of the Tenth Mountain Division has announced a Memorial Trophy to be awarded annually to winner of the national junior cross-country championship. . . . Eastern racing camps to be held for junior boys and class A and



Skiers enjoy hot coffee, area information, wax bargain and special attention at Cities Service stations open 24 hours weekends on New England highways

B girls at Stowe, Vt., January 7-11, for junior girls at Franconia, N.H., January 14-18, and for nordic skiers at Putney, Vt., December 26-30.

**Area news:** Coming events at Aspen include annual Winterskol carnival January 17-20 and an Austria in Aspen exhibition February 14-17. Winterskol program features children's parade, old movies of Aspen, square dancing, fun slalom, fireworks, torchlight skiing, broom hockey, talent show, ski-joring competition, float and costume parade, coronation ball, "kiddie carnival," saloon slalom, jumping meet, etc. Costume and decoration theme this year is silver. Sponsored by the Austrian Trade Delegation, the exhibit of ski articles manufactured in Austria will be climaxed by a special show at the Opera House on February 17. . . . Okemo Mt., Ludlow, Vt., has announced reduced daily lift rates for special groups including ski clubs, high and prep school pupils, families. New chief instructor at Okemo is JERRY HICKSON of Hanover, N.H. Among new instructors is former Middlebury ski team captain DICK IRELAND. . . . Olympian TOM CORCORAN and two skiing associates doing graduate work at Harvard Business School are making a survey of ski lift operations with an eye to offering consultant services next summer. . . . Eastern Area Operators Association and lift manufacturers have gotten together with American Standards Association to work out safety standards for ski lifts. . . . Hotel Herbert at Kingfield, Me., with dining room and forty beds, opened December 20 to accommodate skiers visiting Sugarloaf. . . . Winter Park, Colo., has completed interior of big new warming house at base of T-bars. . . . According to directors FRIEDL PFEIFFER and FRED ISELIN, "Friedln, Fredeln and wedeln" will be taught in top classes at Aspen this season; on the staff of the Aspen Ski School will be BROOKS DODGE. . . . Middlebury College Snow Bowl is under direction of WILLY NICOLET. . . . Timberline Lodge reported no less than 17,000 skiers at Mt. Hood over the Thanksgiving weekend.

Cities Service Oil Co. is providing special service for skiers at thirty gas sta-

tions located on access highways and in neighborhood of major New England ski areas. Open twenty-four hours a day over weekends, the stations offer hot coffee, latest ski maps and folders, snow information and a bargain on ski wax—a Tri-Pak of para-silicone waxes worth sixty-five cents at the premium rate of thirty-five cents. Cities Service is also sponsoring FRANK ELLIS with his ski reports over WOR every Thursday at 11:10 p.m. and is providing telephone snow report service in New York City (HANover 2-1600, Extension 539) and Boston (COMMONwealth 6-2525). . . . ED HAMPSHIRE of Jackson, N.H., importer of Kastinger ski boots, is now importing the Flying Dutchman and other international sailboats for sale to sailors. . . . TONI MATT, still recuperating from a severe fracture, has returned to North Conway and is working in Carroll Reed's ski department this season. Shop and ski school at Whitefish, Mont., have been taken over by KARL and NINA HINDERMAN. . . . A "Friends of Minnie Dole" fund has been established to provide annual ski patrol awards. Second edition of the Ski Patrol Manual, financed by Miller Brewing Co., available at \$1.00 per copy from NSPS, 1130 16th St., Denver 2, Colo. . . . "Flying Skis," color film of 1956 nordic championships at Ishpeming, is available from Film Section, Sales Promotion and Publicity Department, Miller Brewing Co., Milwaukee 8, Wisc. . . . ALF ENGEN jumps over a brand-new Lincoln by torchlight in TV commercial filmed at Alta to be shown on Ed Sullivan show January 14. Film does not show that Alf broke a ski in landing and stopping in a space about ten feet long, to avoid tumbling down a ravine into a brook.

**Trade note:** Western Wintersports Market Weeks (not open to the public) will be held at Denver, April 7-9; Seattle, April 22-25; San Francisco, April 28-May 1; and Los Angeles, May 5-8. Representatives and salesmen who wish to exhibit as well as ski dealers wanting to visit these shows should get in touch with the secretary, Mrs. DOROTHY K. FREEMAN, 891 Woodland, Menlo Park, Calif.



Squaw Valley terrain appears difficult enough for Cameon Hughes of Seattle

by FORD LEA

**J**UST HOW GOOD IS Squaw Valley's downhill course? When this rising new resort in California's Sierra Nevada picked skiing's biggest plum, the 1960 Winter Olympics, it set off a furious argument that has blossomed across oceans, across the country and in the lofty, mountain-ringed valley itself.

The originally proposed downhill, awesome in its starting drop but woe-fully flat at the bottom, has been called everything: "A catastrophe . . . a fair test . . . a wax race . . . satisfactory." And now there's a new question: which downhill course?

The run first sketched out in Squaw's successful bid got its first big-time test last winter in the 1956 National Alpine Championships. These are the only major races ever held at the little-known but now heavily skied valley, which never saw a ski lift until the tail end of the 1940's.

The nationals themselves became more a preview of the 1960 Olympics, and a test of the terrain, than the nation's top skiing competition. The familiar names—Ralph Miller, Brooks Dodge, Bud and Skeeter Werner, Bill Beck, Andy Mead Lawrence, Penny Pitou, Chick Igaya, Olympians all—were missing. Tom Corcoran was the only member of the 1956 Olympic team to enter the nationals. Here were new young names—Bill Woods, Ted Armstrong, Redmond Wilcox, Sally Deaver, Renie Cox, Noni Foley, youngsters pointing for races to come. The national combined titles were taken by juniors, a pair of eastern seventeen-year-olds who handled the lightning-fast spring corn flawlessly.

Crewcut Bill Woods of Waterbury, Vt., on his first major race swing, won the men's downhill and placed second in the slalom for the men's combined. He was second in the giant slalom.

Squaw Valley race terrain received its first major test in the 1956 nationals, that unusual competition in which racers played second fiddle to the courses they were racing on

# HOW GOOD IS SQUAW VALLEY'S OLYMPIC

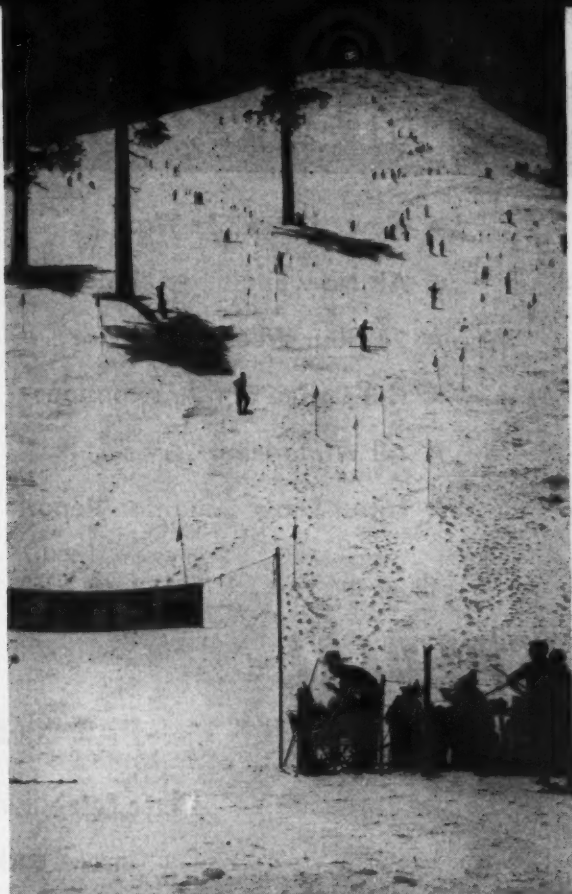
Corcoran easily won the slalom and giant slalom but a thundering crash in the downhill knocked him out of any reasonable chance at the combined.

Renie Cox of Port Leyden, N.Y., won the women's combined by a hair over Sally Deaver, finally stopping the Philadelphia gal who swept most of the winter's top races at Alta, Aspen and Sun Valley. Renie's win in the downhill offset Sally's slalom victory just enough for the combined victory, one of the closest margins ever in nationals history. Sally also won the giant slalom, which didn't count in the combined ratings.

But interest in these bright newcomers was almost lost in the concerned discussion of the site itself—particularly that controversial downhill. Actually, the national downhill course looked deceptively easy, gullies filled with a winter's snow and topped with smooth corn. Corcoran, just back from



Precipitous start and profile of the national downhill course



KT-22, everyone agreed, provides unexcelled terrain for slalom

# C DOWNHILL COURSE?



Squaw president Alex Cushing (left) with Robert Faure, FIS executive who sparked rerouting of Olympic downhill course



"Find another mountain," was Christian Pravda's answer to downhill problem, while Coreoran (right) praised slalom hill



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the sparsely covered Olympics courses, called it a "flat downhill . . . very little difficulty." But he, too, had his troubles. Of the forty-two finishers in the national downhill, the blocky Olympian was forty-second. He crashed on a vicious bump half way down, climbed far back to the course and pushed on groggily to the finish line. Young Woods was impressed with the run's speed but was unaffected by the terrain. "I've seen a lot tougher ones," he said, "but not faster." The open, sweeping slopes of the Sierra looked easy to Bill compared to his home-ground narrow trails in the east.

The national downhill started near the top of Squaw Peak. It dropped down a sixty per cent grade, a brief flat, then through big sweeping curves to a short steilhang. There it sliced in a sharp turn into the tricky bump that splashed nine of the fifty starters, then over more flatlands into a narrow gully and the finish line. This, then, was the originally proposed Squaw Olympic downhill that touched off the fire of argument when the California area was given the 1960 games by the International Olympic Committee last winter.

Then came the nationals, April 6-7-8, and the first word of the "other run," unsung, unnamed and almost never skied, but undoubtedly Squaw's best bet for a worthy Olympic course.

Alex Cushing, Squaw Valley's general manager, says few of the regulars at the valley have ever seen the "other run," and fewer still have ever tried it. Actually, it is not in full existence yet. A crew was at work this summer setting up snow fencing to control the drifting, blasting and removing obstacles and in general trimming the course. The work is under supervision of Willy Schaeffler, Denver University ski coach. The course peels off the south side of Squaw Peak, the opposite side from the national start, twists down through scattered trees, along a fairly open ridge, then down the steep, gnarled and tree-dotted south side of the valley, finishing in the same narrow gully as the national course.

Much of the impetus behind choice of this "other run" came from Robert Faure, vice-chairman of the FIS Downhill-Slalom Committee, who climbed and skied all Squaw's potential downhill areas while attending the nationals as an observer. Faure termed the new course "a good deal superior to the course used for the nationals."

"You can't make it a difficult course," he said, "but you can make one up to international standards. Of the [1960] alpine events it will not be

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the most difficult but the general aspect of all the events is good." Faure, who is from Lyon, France, and spoke through an interpreter, said it will take several winters of first-class racing to "discover the real potential" of any course, adding that "only by experimenting under actual race conditions can the selection be made."

Cushing says he plans a big race—as yet unselected—this winter "on a big scale as if it were an actual Olympic event." (*The North American alpine events are scheduled for Squaw Valley on March 9-10—Ed.*) "We'll also try for the nationals again and perhaps an international race also before the Olympics," he said.

The difference between the national course and the "other run" is not in vertical drop—either can have up to 2,700 feet. Nor is it in length—they would hit about the same distance. Either could be set for 2:15 to 2:20 running time. The difference lies in the potential of the "other run" for more consistent difficulty, more turns, problems and bumps plus a steadier drop. The national course started with a fast drop but flattened quickly, and the finish was little steeper than a good bunny hill.

No one at Squaw, however, believes any downhill there will reach the heights of danger and difficulty inherent in some of the world's great courses in Europe. Faure, who saw the 1956 Olympics in Italy, said the Squaw course should be "better than Oslo and Are—not as good as Cortina." Cushing, prime mover of the California Olympics bid, acknowledges: "We have never mentioned at any time that this is the greatest in the world. It's not. But it is a fair test."

Still, some skiing figures, men who know racing, do not agree. Austrian ace Christian Pravda, who won the Alexander McFadden Memorial Giant Slalom (an open event) held in conjunction with the nationals, said flatly of the Squaw course: "It's no downhill . . . a long schuss and two turns. The downhill was very fast but it was spring snow." His conclusion: "They should find another mountain."

Yves Latreille, former national downhill and slalom champion, said the 1956 course was "fairly good for national but not satisfactory for international competition. We have the speed and drop but we need more difficulty," he explained. "We can set a good course" on the new course, "more difficult plus keeping the same speed."

Dick Movitz of Salt Lake City, for-



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mer U.S. Olympic team member and technical adviser at the nationals, defended the 1956 course as adequate: "It was a good downhill. A few spots made them think a little. It was fast . . . very fast."

Bill Woods' winning time of 1:55.3 for the mile and seven-eighths course gave him an average speed of about sixty miles an hour, fast in anybody's book. Corcoran unhesitatingly agreed it was fast. He blamed his spill on "going too fast," but he insisted that the run isn't up to European standards of "more bumps and problems."

The "other run" will have many more of those "bumps and problems," says Cushing. "The start would be a nightmare." Cushing blames most of the criticism of the downhill on lack of knowledge of Squaw Valley. Some of the most violent critics never have been in the valley, he says, and most of those who ski it don't realize the expanse of runs off the beaten pack.

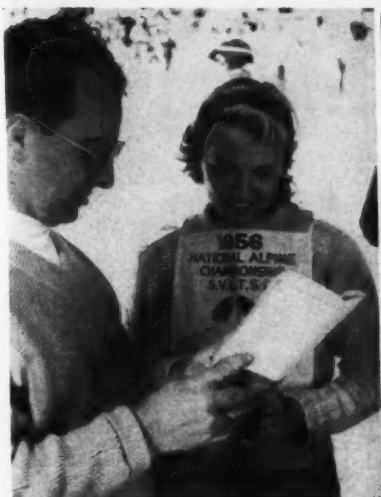
He's probably right. The big double chair lift and the trolley-like tram go only to the top of the Headwall, which sits squarely across the top of the cleft rising from the flat valley floor. Rarely does a skier venture to climb the remaining 500 to 600 feet to the top of the 8,900-foot peak, which lies hidden behind a convex ridge leading upward from the top of the tram.

Talk at the nationals also turned up what apparently is a growing reaction to the high number of injuries in recent major competition—a feeling that some of the danger should be taken out of the downhill no matter where it's run.

"They've been going hog-wild in Europe," said Walter Prager, ski coach at Dartmouth, who obviously was irritated by the pressure for more and more difficulty in the event. "Maybe it's better to go the other way so everyone can finish."

Even the national course is "good, all right," Prager said, pointing for evidence to the number of racers who had troubles. "Most of them didn't think it was as fast as it was. They trained with unwaxed skis and then it was too fast when they were waxed for racing." Despite the falls, there were no serious injuries in the 1956 downhill, however.

The violent emphasis on the downhill to the near exclusion of talk on other races and events has rankled Squaw Valley supporters. It's only one of many contests in the Olympic Winter Games, they say, "and besides, by the time the racers get through the



★ New Yorker Renie Cox smiles as she learns of national combined victory



★ Stowe's Billy Woods after his slalom second which clinched combined



★ Sally Deaver of Philadelphia is national slalom and giant slalom champ

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slalom and the giant slalom they're going to be darned ready to see an easier downhill."

In all the downhill furor, the slalom and giant slalom terrain has taken a far back seat. It is unquestionably excellent and can be set as hard as anyone will ever want. Corcoran termed it "terrific terrain" and Pravda said the courses can be "very good—they will compare with anything in Europe." Faure said the "main slalom hill is beautiful . . . it would be impossible to improve upon these slopes."

The courses are set down the side of a craggy and impressive peak lifting right from the lodge in the valley. The peak is known endearingly, if somewhat whimsically, by the unlikely name of KT-22, which, legend has it, came from an awed high-shy skier of years past who made twenty-two kick turns getting to the blessed safety of the floor. This is no mountain for the cautious but it will be even more dangerous for the reckless.

The Olympics, scheduled for mid-winter, will almost certainly be different from the preview afforded by the nationals, which were run in perfect spring conditions—brilliant sun, corn snow and hot shirtsleeve weather. Actually, the nationals weren't up to snuff. With so many top skiers sitting out they couldn't be. But the unprecedented victories of the juniors, Corcoran's masterful comeback after his downhill crash, and the tense and close race between Renie Cox and Sally Deaver for the women's combined gave the races a good ~~selling~~ of excitement.

Bill Woods ran a splendid race in the downhill, never in trouble. He handled the Tower 20 bump effortlessly and the race was in his pocket with a 1:55.3. Woods was pushed by Redmond Wilcox of Norwich University of Vermont, who made it in 1:57.2. Ex-Olympian Dick Buek, the old racing hand from Soda Springs, was third with 1:57.4 and had to get out of trouble twice to do it, coming out of the top schuss on one ski and later catching an edge just before the bump at Tower 20. All the women starters finished, with Renie Cox leading at 2:00.1 on the shorter women's course, Sally Deaver right behind at 2:00.4 and Mädi Springer-Miller of Stowe, Vt., third with 2:01.3.

Corcoran, eager to come back, was on top of the slalom and giant slalom hands down. His 2:03.3 in the giant slalom was almost four seconds ahead of Woods' 2:07.1. Ted Armstrong of Aspen was third with 2:07.3.

In the slalom, Corcoran stretched it





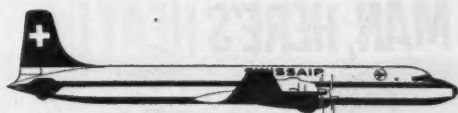
Young Ted Armstrong of Aspen wound up second to Woods in nat'l. combined

even further, tearing down the sixty-seven- and forty-seven-gate courses in a total of 140.9 seconds against 148.0 for Woods, who held on conservatively with the combined title within his grasp. Armstrong, one of the most consistent competitors in the races, came in third again with 150.3.

It was Christian Pravda, however, who was clearly Number One on the hill as he swept down the same giant slalom course in 1:58.0 to win the open-class McFadden trophy. This even after a wandering spectator, skis slung over his shoulder, stepped right in the track near the top of the run.

The women's competition settled into a clear-cut battle between Sally and Renie. Sally, fretting over her downhill loss, steamed to first in the women's giant slalom with 2:17.0. Noni Foley of Sun Valley was second with 2:21.0, barely beating out Renie, who came in third with 2:21.3. The final slalom event built to a tense peak as Sally drummed down her first run in 65.3 to Renie's 66.7. Then, in the second run, her blonde hair streaming, Renie turned in the best women's time of the day in 65.0. Sally, grim and determined in her second run, couldn't match it, finishing in 66.1, enough for victory in the slalom but not enough margin to give her the combined. Noni Foley was third again with runs of 67.8 and 68.4.

When official men's and women's times were announced, and the 1956 junior champions were assured they had also picked off the nation's top skiing titles, the tension broke. Youthful competitors by the dozens streamed to the nearby swimming pool and christened Renie and Bill 1956 national champions the hard way—into the pool—clothes, skis and all.



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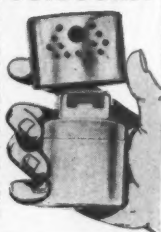
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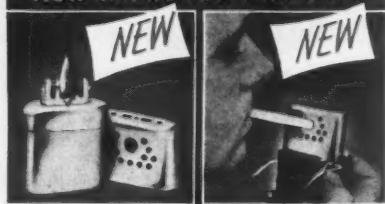
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# GUEST EDITORIAL

The president of Squaw Valley  
presents his views on the controversy  
over the 1960 Olympic downhill course

**T**HE OFFICIAL inspection of Squaw Valley by the three official FIS representatives should dispel forever any doubts as to the suitability of the Squaw Valley terrain for holding the Olympic Winter Games in 1960.

On October 15, 1956, Mr. Marc Hodler, president of the FIS, Mr. Sigge Bergman, chairman for cross-country, and Mr. Otto Menardi, chairman for downhill and slalom, made a five-day visit to Squaw Valley in accordance with the Olympic protocol, first to check the preparations made thus far for the 1960 games and, second, to assist in selecting the precise locations of the different courses.

In his official report as president of the FIS, Mr. Hodler found the courses for the alpine events to be excellent and even went so far as to state that these events would be held under the best possible conditions. Otto Menardi, in his report as chairman for downhill and slalom, commenting specifically on the downhill course, found it to be technically sufficient "though not quite equal to the most known great international downhill courses."

And there it lies. We at Squaw Valley have always felt that the courses for five of the six alpine events would be equal to any in the world and that the sixth course, our downhill, admittedly not the greatest, would still be sufficient to provide a good test. I think our view has been fully supported by the official findings of the FIS.

Of course, discussion by skiers as to the merits of our downhill will continue. As no two golfers ever agree on the "best" golf course, so few skiers will agree on the "best" downhill. At present, there are only two FIS recognized downhill courses in this country—one at Aspen and now one at Squaw Valley. (Our new course will be tested for the first time on March 9 and 10, 1957, during the North American alpine championships). I think most skiers will agree with me that at present the Aspen downhill is better than ours. On the other hand, by 1960 we expect to have three entirely separate downhills, all of international caliber and all approved by the FIS. Collectively, we think they are going to be pretty hard to beat.

In any event, it all adds up to an auspicious future for American skiing.

—ALEXANDER C. CUSHING



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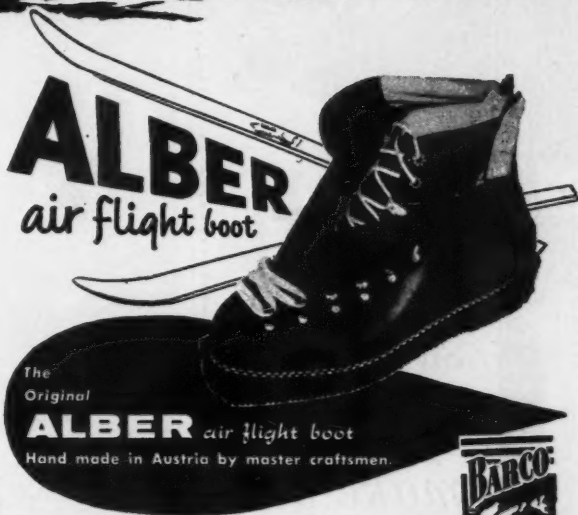
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## how STEIN ERIKSEN TEACHES WEDELN

The man who made the new style famous describes his method

by STEIN ERIKSEN

**T**EACH WEDELN to beginners? Of course! Why not? There is no reason why beginners cannot be taught by a method which leads them directly to wedeln—without detours, without the wasteful rigmarole of first learning and then unlearning an entirely different set of movements and responses before arriving at what everybody agrees is the most practical and graceful way to ski. I know this is true because during the past two years I have been doing it in my own ski school. The pupil learns the new style of skiing in the

final stage of the simple, efficient teaching program we have developed.

Wedeln is nothing new to the competitive skier, who aims for the best results with the least effort. For him wedeln is simply the easiest way to ski. I firmly believe that any skier who is fairly well coordinated can, without too much trouble, learn to ski this way. I will go even further than that. I will state that even the ordinary beginning skier in ski school finds it easier to learn this method of turning than he does the conventional stem turn, stem

christie, parallel christie, etc.—provided, however, that he gets the right kind of instruction from the start.

What is wedeln? It is strictly hip action, or perhaps we should say, "below-the-belt action." At least it has nothing to do with the shoulders, and I am one hundred per cent opposed to any and all forced or deliberate movement of the body above the waistline. The upper body should simply follow along and react naturally to the movement of the feet, ankles, knees and hips. In my teaching program, the emphasis is entirely on the legs and hips.

I start beginners out on a little hill. Their skis begin to run, and they have no idea how to stop, so they sit down. That is the beginning. They have learned something already. Next, I show them how to force their heels out to the sides into a snowplow position. Before long they have learned to stop by means of a snowplow.

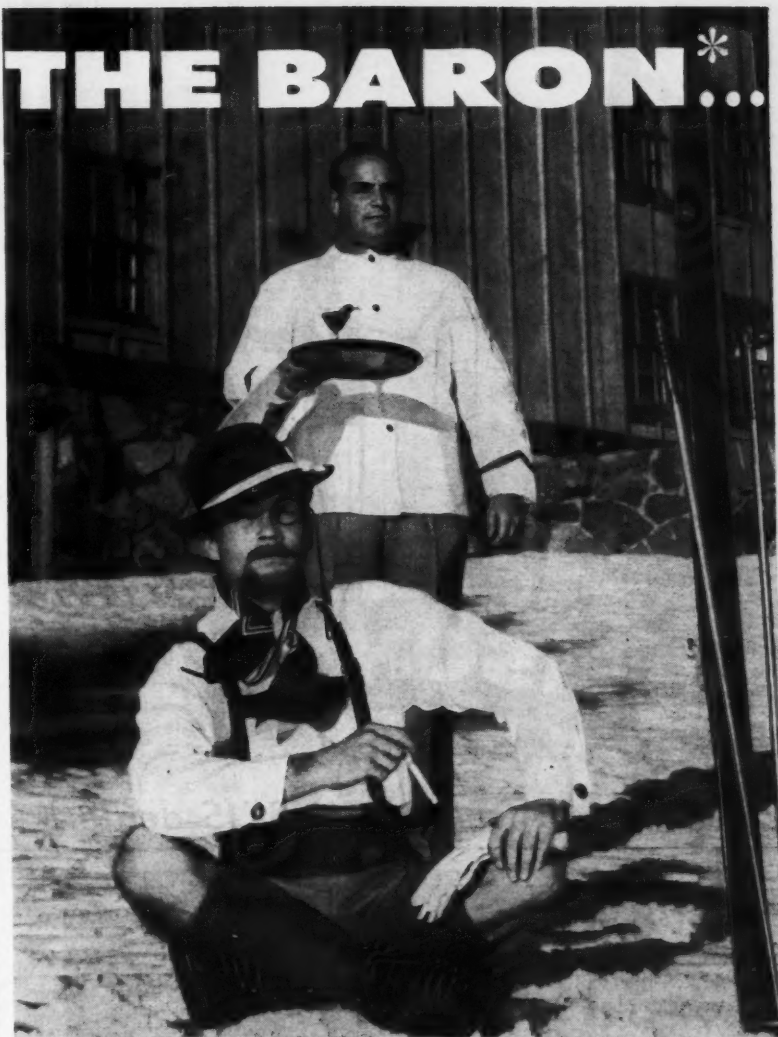
Then I let them ski down a steeper hill, still in snowplow position. I tell them to bend their right knee more than the left, and at the same time to twist their hips over the right knee, so that more weight goes on the right ski. Before they know it, their skis are turning to the left. The opposite movement—all strictly below the belt—results in a right turn.

As the first step in getting away from the snowplow "crutch," I show the pupils how to put *all* their weight on the downhill ski in this snowplow turn, so they can easily lift the other ski in parallel to the downhill ski and so finish the turn with skis together. I call this the "snowplow christie." When they have thoroughly understood and mastered this maneuver, they may begin to consider themselves skiers.

I do not teach the formal stem turn in my ski school. This turn is old-



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fashioned and too difficult. I can hardly do it myself, so how can I expect the pupil to learn it?

From the snowplow christie I go into sideslipping and traversing, and at this point I teach the key position of wedeln. It is demonstrated and learned by rocking back and forth into a sideslip from a traverse. In a traverse, the pupil is instructed to cross the hill with knees together and into the hill, hips out from the hill, the upper body completely relaxed. He is instructed to stand up periodically, straightening his knees, which brings his hips in closer to the hill as his knees are extended away from the hill. As he begins to sink back into the original position, his heels push downhill almost automatically into a brief sideslip before the traverse is resumed [note: this movement is clearly demonstrated by Karl Fahrner in Bob Bourdon's film, "Twentieth Anniversary of the Sepp Ruschp Ski School," rented to clubs by the Mt. Mansfield Co. Stowe, Vt.—Ed.].

It is from this traverse position that I launch my stem christie turn—or, more correctly, my "delayed shoulder" turn. Remember, my knees are pointed into the hill, hips out from the hill, upper body relaxed. Without altering this position basically, I stem the lower ski and put my weight on it, while pointing my downhill pole slightly forward, my uphill pole slightly back. Then, maintaining the same basic position of the body, I transfer weight from the downhill to the uphill ski, and the turn begins.

And this is the point at which my method becomes unconventional. Instead of leading the turn with the arm and shoulder, and bringing the whole body around and down on the skis at the same time, my brand of rotation starts in the feet and ankles, works up through the knees and hips and finally, if ever, brings the shoulder around—if I haven't already started another turn in the opposite direction. The weight is mostly on the downhill ski in this turn, and rotation is both delayed and gradual.

This is the natural way to ski, and therefore the easy way. The less we stem, the closer we get to wedeln. I teach the stem, not because the stem is important in itself, but because it automatically prepares the correct starting position of the entire body for the turn. When the pupil learns to turn this way, he gradually—with the aid of a more pronounced uplift at the start of the turn—eliminates the stem entirely. Then he has learned wedeln. Wedeln is delayed shoulder without the stem.

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# the SKIING MINERS of Ontario

by RAY DE SOUZA

NO SKI CLUB can bespeak such a close association with miners and mines as the one which stands on three mine properties just south of the town of Haileybury, Ontario, 320 miles due north of Toronto. The heavy underground task of extracting precious metals can hardly be thought to have a relationship with the exhilarating sport of skiing over brightly sunlit snow. But the Northern Ski Club is unique in having its story closely tied to mining . . . a story which lacks nothing by way of color and accomplishment.

It all began back in 1946 when Saskatchewan-born Leo Gough, now forty-six years of age and manager of the Mayfair Mines as well as president of the Haileybury Chamber of Commerce, came north to this town as a mining man. A hockey enthusiast all his life, Gough took sad count of the fact he was over thirty, and decided it was time to quit playing the game. However, he just didn't want to give up the outdoors, particularly in winter.

"Skiing was the logical answer," he says, "but where was I to ski?"

Skiing facilities at the time were nothing to write home about. A stranger in town, he decided to turn to local bank clerks and query them. All they could tell him was that the townsfolk went to the golf course at the north end of town or to some clay pits at the south. He was far from satisfied at the possibilities of both these locations.

He determined to build skiing facilities if he couldn't find them ready-made. Scouring the surrounding countryside, Gough came up with what he figured to be an answer to a sportsman's dream at a picturesque spot on a winding road past abandoned mine shafts into the heart of the forest. There, before his almost amazed eyes,



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a 300-foot hill dropped sharply down to the edge of Cross Lake, a small body of blue water nestled between Haileybury and the small community of North Cobalt.

Gough's next move was to call on an expert for advice. Clint Melville of the Ontario Department of Travel and Publicity rushed north to have a look at the new ski find, but his first impression was discouraging. Slowly he shook his head from side to side as he looked at great masses of granite, trees jutting out of every crevice and a rock outcropping twenty feet wide which would have to be moved into a depression on the other side.

"What he didn't realize, however," Gough says, "was that a group of enthusiastic miners couldn't be discouraged by mere rocks." Later, when he saw rocks were no problem to the miners, Melville's advice and help proved invaluable.

Students of the town's Provincial Institute of Mining took an early interest in the venture. Backed by other miners, businessmen and citizens in general, the group swung into action. As their work progressed, rocks disappeared and reappeared, trees were slashed and trails bulldozed. Today, four excellent 1,800-foot ski runs stand on what was once an active mine engaged in extracting silver and other metals from the hard rocks. The present chalet sits astride an elevation on the Nipissing-O'Brien mine property; while the tow shack stands on built-up rocks on land belonging to United Cobalt.

Short of money for his ambitious program, Gough solicited contributions and voluntary labor from local citizens of the mine region. One day he dropped in to see P. M. Fleming, a well-known local mining magnate.

"What do you need most?" Fleming asked him.

"A tow," he replied, "but that would be too expensive."

Fleming brushed the remark about cost aside and the club got its tow. The electric tow itself, worth between \$8,000 and \$10,000, is different from run-of-the-mill tows in Ontario. A mine car filled with rock sits on an abandoned track and keeps tension on the rope which takes skiers to the top of the hill. "Actually, this was the first tow built north of Huntsville, Ont., and the very first in the province to be powered by electricity," Gough reveals. And the club is particularly proud of this fact.

The most unique association with mining, however, is yet to be men-

tioned. Twenty-seven charter members of the Northern Ski Club who formed the nucleus of what is now a large membership of northern Ontario skiers, recall vividly sitting out the first winter in a mine tunnel pushing 200 feet into the side of the hill. Eight feet high and five broad, it was their first clubhouse, and there they sipped hot chocolate between runs on the hill.

On March 30, 1952, a mere four years after its completion, a modest prefabricated frame house which had replaced the tunnel as clubhouse was razed to the ground by a fire said to have started at a ski party when a careless smoker dropped a lighted butt into the chesterfield. Dismayed, but with \$2,000 collected from insurance, the shocked members rallied to build a more permanent type of chalet. Through seven hard months of voluntary efforts the new building rose stone by stone from the ashes of the old. Today, eight large picture windows afford spectators an unobstructed view of sporting activities outdoors.

Twenty-four truckloads of sawdust thrown in among rocks below the picture windows two summers ago brought smooth tobogganning last winter and kept the snow black with activity. That summer also saw the completion of the junior jump, constructed above an abandoned mine mill on the side of the hill. It is perhaps among younger members that the club has its biggest boast.

At a time when most parents would keep junior at home in a crib, Gough brought his twenty-two-month-old son Bobby out to the ski run. "We know of no case in Canada where a twenty-two-month-old baby donned a pair of skis and headed off down the slope," a member said.

At nine years of age, Bobby is now an excellent skier and a striking contrast to members who range in age up to sixty. He jumps with the proficiency of an expert and winds in and out among obstacles on the slope.

October, a year ago, Gough relinquished his post as president of the club to Billy Allen, also a Haileyburian. "It is with the young people we are likely busiest," Allen says. "On weekends the place literally crawls with youngsters getting expert tips in skiing from Alex McLean, local enthusiast. Another member summed up the impact skiing is having on northern children now that the club is firmly established. "Seven years ago when a local youngster wrote to Santa Claus, all he ever wanted was a pair of skates and a hockey stick. Now he wants skis."

SKI, JANUARY, 1957

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Coach, Grenoble University Ski Team

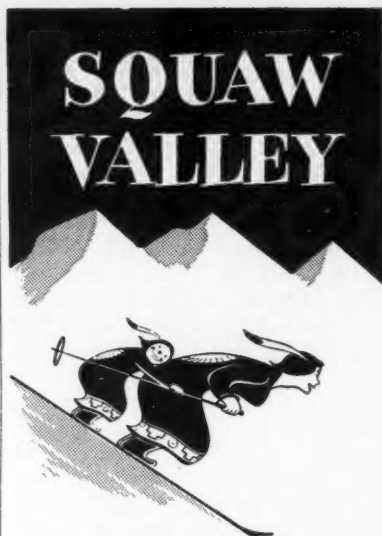
Translated by **EUGENE VANCE**

The following article was taken from a book-length manuscript on modern competitive skiing, written by one of the world's foremost experts on this subject. To the best of our knowledge, M. Joubert's book is the first to attempt a thoroughgoing analysis of all phases of racing technique. This article, for example, serves merely as introduction to the most minute study, in M. Joubert's book, of psychological and physiological factors. It is not easy reading. Language difficulties have been overcome by an able translator, but difficulties inherent in the subject matter necessarily remain.

**W**E WILL first describe the basic racing turn in order to give the reader a visual image of the movement, not with the idea of demonstrating its value, but rather with the idea of making the reader "feel" the various elements which comprise it. Then we shall undertake to describe a few kinds of turns used in extreme circumstances.

**The Basic Turn.** In order to set up as standard an image as possible for the reader, we have chosen the most widely used turn in racing for our description. This turn permits a skier moving at average speed to bring about a complete change of direction in a fairly limited space on good snow. This turn corresponds to that used by the skier in a widely set, open slalom gate. Even to the eyes of a novice, this turn presents several striking elements which allow its division into several phases:

1. First the observer sees that the

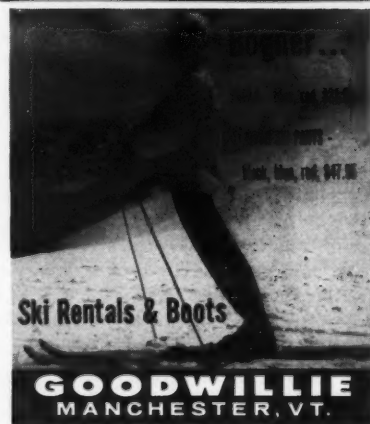


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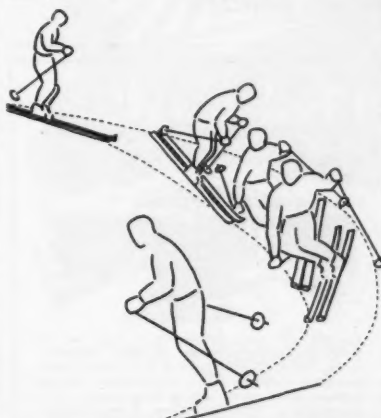
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skis begin pivoting four or five yards before the skier reaches the gate and become displaced from beneath the skier's body, skimming lightly over the snow.

2. Entering the gate, the skis bite into the snow, and the skier's legs give under his torso, which remains erect. As he passes through the gate, the skier assumes the position which characterizes modern technique. The torso with the legs forms an arc concave to the outside of the turn. The torso is turned slightly toward the outside of the turn, the skier's inside shoulder being advanced, while his rounded back comes into light contact with the inside slalom pole. The inside arm is extended downward, while the outside arm is bent, with the elbow held low, the hand forward, and the pole held to the outside towards the snow.

3. Once the gate is passed, the skier faces his ski tips once again.

Now, let us review these three phases in more detail. The detailed description which follows may make the turn seem very complex, but only a full comprehension of the various elements brought into play will give the reader a clear image.



1: *The outset of the turn.* Starting in a traverse, the skis are on the uphill edges; there is little forward lean; and the weight of the skier's body is predominantly on the downhill ski, though it is sometimes distributed equally between the two skis. The skier's legs flex slightly, causing a momentary unweighting of the skis. The skis are then displaced from underneath his body to the outside of the turn at the same time that they pivot in the direction of the turn.

This displacement of the skis is brought about by an out-of-phase "angulation" of the skier's body. This movement may be broken down as follows. The hips and the legs are displaced by rotation, as are the skis, and the effect

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is a thrust of the heels to the outside of the turn. Simultaneously, the torso executes a double movement of inverse rotation (counter-rotation) and lateral drive towards the outside of the turn. The inside arm is extended downwards.

The opposition of the torso and the rotation of the legs puts the body out of phase with itself, and the heel thrust puts the body in a characteristically angled or arc-shaped position. The skier effects all these movements simultaneously, without any exterior support and without any previous windup. These movements originate in the contraction of the muscles about the waist, which displace in opposite ways the torso and the lower body of the skier.

2: *The edges take hold.* The unweighted skis have been displaced slightly toward the fall line. They are close together and even with each other. The skier weights his skis progressively on the inside edges. The skier then describe a turn, a slight pivoting carries them across the fall line with a minimum of skidding.

At the same time the skier bends his knees to ease the compression against the snow caused by centrifugal force. His weight is distributed evenly on his feet. He holds his torso erect and resists the angulation of his body, which tends to increase with the centrifugal force. The skier keeps his balance both longitudinally and transversely with the appropriate contractions of his hips, knees and ankles, and by varying the angulation of his body.

At the end of this second phase, the skier's legs have reached the point of greatest flexion during the turn. He stays in this out-of-phase, angulated position.

3: *The return rotation.* The skis continue the turn until the desired direction is attained. Simultaneously the skier straightens out by a progressive thrust on his skis. By rotating his torso, he again faces his ski tips. This movement begins with the compression of his skis to the snow, and it restores the skier to a normal traverse position.

**Advantages of the racing turn.** This racing turn has numerous advantages over other turns. It is launched instantaneously, without loss of time in preparation. The skier is independent of the snow; no force due to contact between skis and snow is used before and during the displacement of the skis. The time needed to go into the turn is less than in other techniques; a movement of the body sections is quicker than a movement of the whole body, because of the greater inertia. It requires a

shorter phase of unweighting the skis, thus causing less lowering of the center of gravity later in the turn. Being independent of the snow, this movement allows either a simultaneous or successive displacement of the two feet. In the middle of the turn, the oblique angulation of the skier's legs with the snow assures a better hold of the edges and more resistance to centrifugal force than if he were in an erect position. The flexibility of this angulation permits greater lateral stability while allowing the skis to be held closer together; also it permits the skier's weight to be either distributed over his two skis or on his downhill ski only, whichever he prefers. The fact that the skier's weight may be evenly distributed gives him a wider margin of longitudinal balance.

Other advantages: The reverse shoulder allows the skier to shave down the distance between his skis and the slalom poles. The skier's head stays vertical, which is more favorable to maintaining balance. At the end of the turn, the thrust of the legs makes the skis exert greater pressure on the snow, which allows the edges to hold better and can even accelerate the skier in his new direction, in compensation for the slowdown occurring earlier in the turn. The two movements which comprise the final phase of the turn can, by being prolonged, lead directly into the next turn.

There is an optional phase of preparation for this turn, which is not absolutely necessary. If the skier is in a normal traverse—that is to say, with his ankles, knees and hips only slightly flexed, he begins with an initial flexion of these joints. Simultaneously he poises his downhill pole, his downhill hand up, the pole pointed at the snow ahead of him. Then the pole may be brought into contact with the snow next to the downhill ski, between toe iron and tip. This movement may be executed simply by moving the arms, without cocking the inside shoulder.

If the skier has planted his pole, he at this moment stops bending his knees and begins a forceful extension of his heels. This effort must not cause a loss of contact with the snow, nor a complete extension of the skier's body. Nevertheless, when the extension ceases, there is a moment of suspension. This unweighting is added to that resulting from flexure of the skier's legs. The total duration of this unweighting is longer, and the skier has more time to launch his turn with out-of-phase rotation.

*Continued ►*

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Before starting a turn, the skier holds his arms forward, forearms horizontal, poles pointing behind him. During the turn, the inside arm is extended downward, the pole still pointing back. The arm as well as the inside shoulder becomes rigid in resistance to the centrifugal force. To turn as close as possible to the slalom pole, the skier accentuates, at the level of his shoulders,



the opposing rotation of the torso; this is commonly known as reverse shoulder.

The outside arm has no special job. However, as the inside shoulder is set in the turn, the outside hand is raised and advanced. It must not fall behind the skier's face. In a tight turn, the outside shoulder may be raised slightly during the extension of the inside arm; this movement eases the centrifugal force. The outside pole is pointed ahead, ready to be instantaneously planted for the next turn.

The skis during the turn may be displaced successively as well as simultaneously without modifying the basic mechanics of the turn. For this, when the unweighting of the skis is done by the yielding and sudden extension of the legs, the uphill leg is extended more rapidly and is displaced toward the outside of the turn, followed by out-of-phase angulation of the body. When the first ski to move regains its purchase on the snow, parallel or slightly stemmed with the other, the second ski begins its movement.

If the unweighting phase of the turn is long enough, the skier may begin to weight his two skis evenly. This successive movement of the skis may be reduced simply to moving from one ski flat on the snow to the other. We emphasize that this alternating style does not involve a great change in the skier's contact with the snow, since the force for the pivoting comes from within the body, as before.

Generally the spread between the



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skis is very small, the skier managing to keep his balance by compensating variation in the angulation of his body.

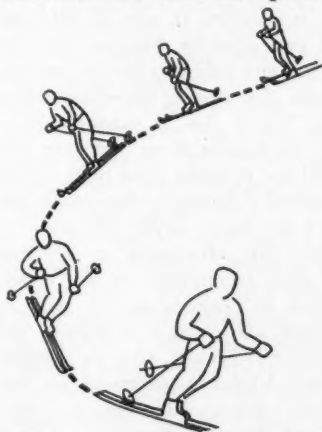
Leaning forward over the skis is to be minimized, except when the skier starts to lose his forward balance, or when the legs are flexed to their maximum on a steep slope.

**Series of Turns: Wedeln.** All movements made in launching a single turn may be linked perfectly with the movements which terminate the previous turn. The position of the outside arm, at the moment when the edges hit the snow in a turn, serves to poise the pole for an instantaneous follow-through into the following turn. The thrust of the heels serves as the initial elevation for the beginning of the next turn. Muscular resistance against excess angulation during the turn facilitates angulation in the following turn.

In a series of very tight turns, the rotation of the torso takes place not during the heel thrust but at the outset of the turn.

#### Types of Extreme Turns.

1. A long, flowing turn, with minimum loss of speed. This kind of turn corresponds to the easy giant slalom turn on soft snow, and to gradual turns made in certain slalom figures. It demands considerable initial speed on a shallow slope. On steep slopes it may be executed with low initial speed.



The outset of the turn requires the same movements as before, but reduced to a bare minimum. The flexion of the legs is limited to a slight motion while the heels are laterally displaced. This flexion is needless if any extension of the skier's body has taken place before the turn. Angulation and counter-rotation are slight. The movements are all executed very slowly.

On a bumpy terrain, by taking advantage of variations of the slope, the skier can change direction without using his edges. In certain giant slaloms and even in some wide-open

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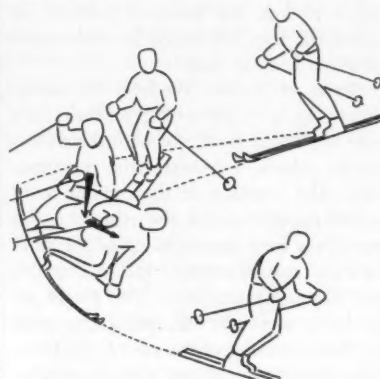
February 1-23, 1957

Led By FRED MILLER

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slalom courses the ridges formed on the outside of the gates may also allow the skis to be displaced without using the edges even once in a long series of turns.



Edging is necessary if the skier moves on to a steeper slope during the turn. A technique similar to that used at the outset of the turn is then used, but at a slower rhythm. There follows a phase of re-weighting of the skis, and of a thrust of the legs after that, in a likewise slow rhythm. The out-of-phase rotation cannot be seen; the torso seems to be immobile, facing the skis during the whole turn. The angulation which takes place while the skier is on the fall line may become apparent if the speed is great and the edgehold is good. The extension of the inside arm towards the snow is reduced. It may be held outward somewhat for balance. The outside arm and pole likewise aid balance. It seems that poising the elbow higher helps, but if this is exaggerated, it brings on fatigue or an annoying stiffness of the shoulder. The poles should be pointed obliquely to the outside and toward the snow, never upwards.

There are advantages to this turn over other techniques. At the outset, variation of pressure on the snow in a vertical axis is at a minimum, and thus less speed is lost. Also, the skis during their lateral displacement are less liable to catch an edge than in a conventional christiana turn.

Friction is greatly minimized, and this turn does not necessitate any shift in weight distribution over the tips and tails of the skis.

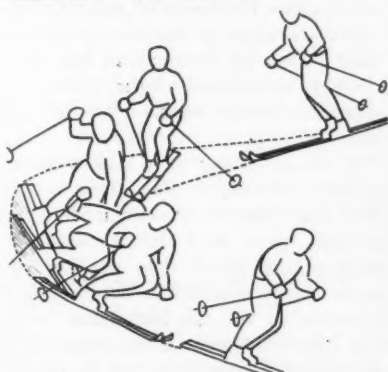
2. *Turns of a small radius: tight turns:* These turns may be executed by a skier moving at low or medium speed.

The outset requires the concentration of the skier's whole body, and is executed with great rapidity. It does not follow a phase of extension of the skier's body, but it may be preceded by a slight and rapid thrust with the heels. Opposition from the torso is



very pronounced, compensating for the whip-like thrust of the legs to the side.

Edging starts just as the skis begin to cross the original line of descent. The skier resists the intense compression with all parts of his body. He resists centrifugal force exerted on the torso by locking the muscles of the inner side of his body: hips, torso, and inside shoulder. The skier may end up with his buttocks in contact with his ankles, and his knees at his chest. (This crouch mechanically limits the extent of the body angulation.) The outside pole may be planted beside the skier near the toe iron as a supplementary support to resist the compression and centrifugal force. The inside arm is completely extended towards the ground, but may sometimes reach forward for balance.



A powerful extension of the flexed portions of the body immediately follows the crouch, and frees, in a direction almost opposite to the original direction, a part of the energy absorbed by the body. With this movement coincides a rotation of the torso and the outside arm, which brings the skier to face his tips again.

At the outset of this tight turn, the inside arm plunges downward. During recovery, the arm is rigid and sometimes brushes the snow. For the sake of balance, it may reach slightly forward as before. The outside arm is held with the elbow low, the pole poised ready to be planted during recovery for a brief moment ( $\frac{1}{10}$  to  $\frac{1}{20}$  second). It must not delay rotation, however.

There are distinct advantages to this turn. Because of the fast displacement of the skis from beneath the body, the time of suspension is shorter than in any other turn. The extended position of the skier's legs at recovery resists compression more easily. This turn can actually permit the skier to *accelerate his initial speed*. It leaves the skier right on the fall line of the hill, ready for anything.

3. A turn executed by lateral thrust with skis held flat on the snow. This type of turn arises in snow conditions



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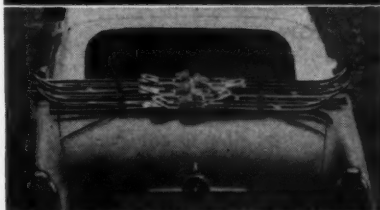
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which offer considerable resistance to the lateral displacement of the skis—deep snow, unpacked wet snow, and some wet packed surfaces, for example. It may be executed no matter what the initial speed. At the beginning, the weight of the body is equally divided between the two skis, which are displaced by a moderate unweighting produced either by a slight flexion of the legs or by a previous extension of the body.

An immediate extension of the legs follows, which reweights the skis, and creates in the body a force towards the inside of the turn which neutralizes centrifugal force and assures the skier of his balance. A pivoting of the skis is added to the lateral displacement, and closes the turn. The movement of the arms is slow but powerful and full. The main advantage of this turn is greater speed, since the skis are held flat. Also, there is considerable force behind it, enough to overcome the most difficult snow.

4. An extremely fast, shallow turn, produced mainly in the skier's knees. This turn permits a skier moving at medium speed in a slalom course to make a turn which does not involve much change of direction—for example, a hairpin in the fall line, taken very high. The movement at the outset occurs mainly in the legs, but it resembles that described in the basic turn at the level of the hips. The counter-movement is centered mainly at the hips instead of at the torso. The pivoting of the thighs beneath the hips forces the knees to the inside and causes the lateral displacement.

The skier edges rapidly by a brief extension of the legs right after the outset of the turn. This thrust of the legs changes the skier's direction very slightly. The skis are then brought back into their original line with the knees in a normal position. The movement of the arms is very reduced, but is rapid and may allow the skier to accelerate the movement of his legs, just as a runner on foot uses his arms at the start of a sprint. Except for the brief thrust when the skis edge, this turn demands no recovery phase.

The advantage of this turn is that it is initiated faster than the ordinary racing turn, the inertia of the body parts involved being much less. Also, it allows the skier to return more rapidly to his normal position. Its inconveniences are that it eliminates the suppleness of the skier's legs, endangering him if he loses his balance. Also, it puts the skier's knees and ankles in a position where they have little or no safety margin.



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# the EASY WAY to WAX

Painting is not only the best way but the easiest way to wax

Now that the novelty of the plastic base has worn off, more and more skiers—even the laziest of us—are coming around to the view that ski wax, after all, is useful stuff. It is even more effective with plastic than without. A good base makes any wax job faster by providing a smooth, rigid underlying surface for the wax and by running reasonably well wherever the wax wears off. Waxed plastic is much faster than waxed wood, in other words. So the three main factors contributing to optimum sliding qualities are, in order of importance:

1. Fast skis—that is, skis designed for speed.
2. Plastic or good lacquer base.
3. Proper wax.

If your skis are not equipped with plastic base, there are plenty of good base materials of the do-it-yourself variety which will work well IF you clean your bottoms properly with gasoline and a scraper and if necessary blow-torch out the last trace of wax. If all else fails, use Tey Tape—a stick-on vinyl base that comes in a roll. Incidentally, because Tey Tape is so often used as a last resort, on bottoms so dirty nothing else will stick to them at all, its true merits as a tough, long-lasting (when properly applied on clean skis) base often go unrecognized.

Let's take a tip from the downhill racers and wax our skis so the wax will stay on all day. First we need a binder, of which there are two kinds. Pitchy binders, like Swix Grundvalla, are simply smeared on the ski and allowed to dry. Hard binders (faster in cold snow and less messy) like Fall-Line binder are painted on. Melt a stick in a pot till the wax begins to steam; then paint it on the skis with a one-inch brush, using long strokes from tail to tip. Running wax, chosen according to temperature, is painted on over the binder in the same manner—thin for cold snow, thick for wet snow. That's all there is to it.



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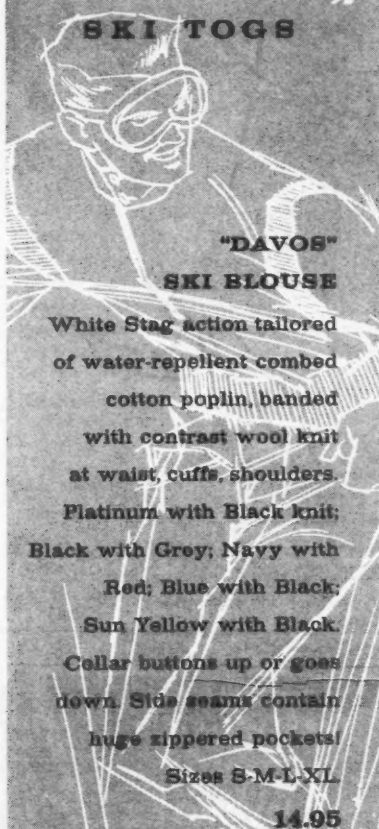
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Household servant places bed-warmer under quilts in communal dormitory room

## inside a JAPANESE SKI LODGE

Japanese skiers behave like one happy, shivering family

by MARTHA NETT

IN ANY foreign ski village there is probably an interesting type of lodge, but none could be more unusual, I'm sure, than the Fujimotos' in Kanabé, Japan, where I stayed while skiing last winter. Here, unlike elsewhere, the accommodations offered were in genuine mountain-oriental style, because this lodge was the Fujimotos' private home; and they cordially opened it to skiers when their rice harvest was over and snow covered the ground, charging them only 600 yen a day (about \$1.75). At this bargain price they included three meals, a bed, a kimono, a daily bath and all the green tea you could drink.

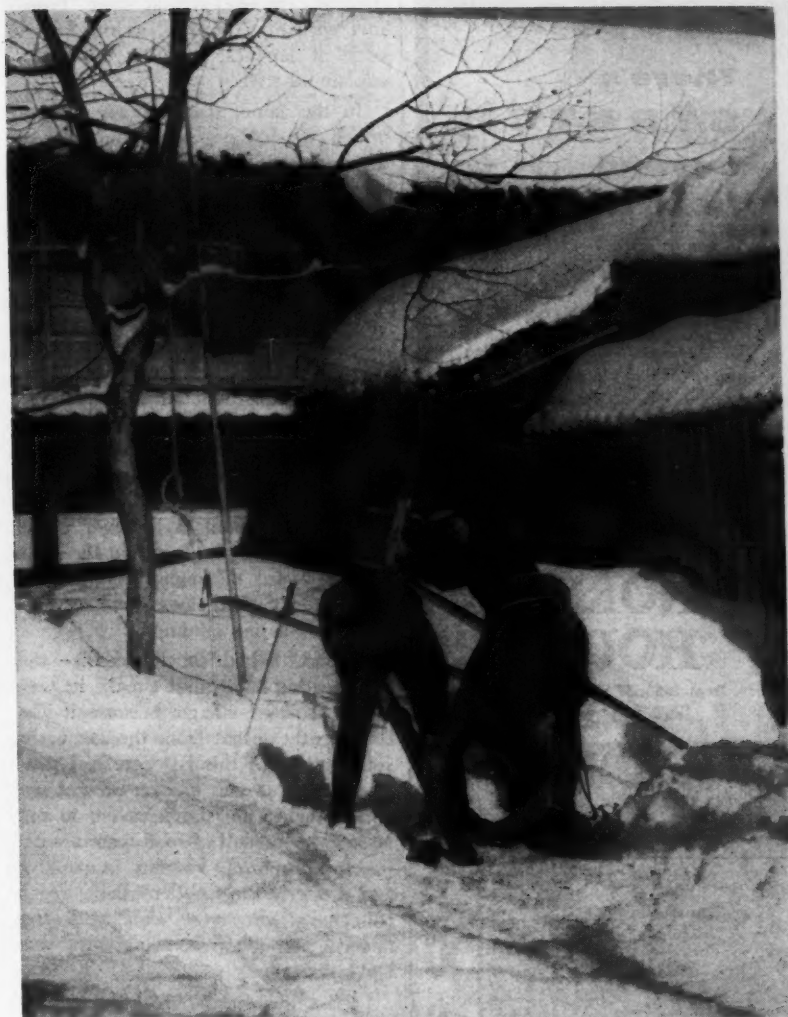
As for the lodge itself, it was a strange construction, resembling a house half of glass and a barn, situated in a truly beautiful Japanese-ish setting, with mountains in the background, and a clump of trees and a majestic-

looking *Torii* nearby. (A *Torii* is a six-foot-high bird perch placed before every Shinto shrine.)

Someone built the house in such a manner, I understand, in order that the three walls of glass doors could let in the winter sunshine during the day; and so the connecting, steep-roofed barn, besides being a home for a fat munching ox, could serve as an entrance to the house and a place for people to remove their shoes.

Sampling the customs inside the lodge was as intriguing as living in another world, for all of them differed from the western sort. For example, when we entered the house we always made our debut in stocking feet to avoid soiling the floor of beige rice-straw mats, and once inside we sat on cushions instead of chairs.

The rooms, except for an occasional low table, contained no furniture, and



Fujimotos' guest home is an odd, yet attractive blend of barn and glass walls

though I gradually became fond of the calm, pleasant atmosphere induced by its absence, I couldn't help continually longing for one item, namely a furnace. Their implement of heating, a large china "flower pot" filled with ashes and a handful of burning charcoal, just didn't do the job of altering the chilly atmosphere. In fact, the only warmth was found in the living room, for in addition to the "flower pot"—known as a *hibachi* in formal circles—there was an open hearth; so around its sides, like hearth-worshippers, we would sit after skiing to drink a cup of hot tea and await bath call.

At first the bath hour had me slightly worried, as in the past I had been known to have trouble meeting a weekly Saturday night schedule, and furthermore this one never seemed to disappear from the daily agenda. Before long, however, I was looking for-

ward to it with eagerness since I had discovered that this bath provided me an opportunity to get rid of my shivers every twenty-four hours.

The Japanese bath, actually, has little in common with the American variety, for the tub, usually round and partly of wood, does not come equipped with hot water. This luxury is obtained by building a fire underneath the tub; being scarce, this heated water is changed only once a day. The bathers, consequently, completely wash and rinse first outside the tub by a drain in the floor.

Each time I began this soap-and-water ritual, I heard a voice shout, "*Hi ga do desu ka?*" which meant, "How is the fire?" and served as my cue to request alterations in the water temperature, which was always scorching to stimulate circulation. Even though emerging often slightly parboiled, I

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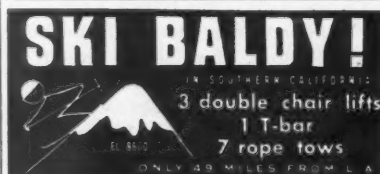
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generally pretended that their "brew" met with my approval, as my knowledge of Japanese made it difficult to explain otherwise.

In the same, systematic manner in which we bathed, we clad ourselves, afterwards, in brown, padded kimonos, an oriental version of after-ski clothes, and returned to the "fire" till dinner time.

We ate in the living room from a low table, decorated with a glass full of chopsticks and various small bowls used in place of plates and silverware. Raw fish, dipped in soy sauce (surprisingly quite delicious); rice, served from a large wooden tub; vegetables; and baked fish custard composed our evening meal. Such a diet, though undoubtedly vitamin-containing, never completely quieted my hunger pains; so to appease my hosts and at the same time to ward off malnutrition, I ate bowl after bowl of rice. Three servings a sitting was my minimum.

Dessert, I had concluded, like the bread-eating habit, didn't make its way to this isolated village, because it was consistently absent from the menu. In substituting for this last course, I generally drank a cup of ever-present tea and munched on the leftovers in my lap. These morsels of food were always present, due to my inability to manipulate properly the wooden sticks, and I collected them every time with the finger method (when nobody was looking).

Of the three meals, breakfast was my biggest challenge. I shall never forget the first morning when Mrs. Fujimoto asked me, of all things, if I wished my egg cooked. I naturally answered affirmatively but was unable to understand the reason for the question, until I noticed everybody else casually mixing their raw egg with that old staple, soy sauce, and pouring it over their rice. To go with this mixture there was dried seaweed and soup. Lunch, luckily, came in a more eatable form and presented no problems. I simply took a Japanese lunch pail—a flat wooden box filled with cold rice, vegetables, and fish—to some hut on the ski slope; accompanied by a hot beverage, the lunch was quite tasty.

Besides the food at the Fujimotos', I think, the sleeping arrangement was the most novel, for regardless of sex, we all slept together in seven rooms and not a snicker was heard from anyone concerning this. For each bed, three thick quilts and a small, hard pillow of rice shaft were taken from the cupboard nightly and spread on the



floor. Underneath the two top quilts, Mrs. Fujimoto or one of her helpers placed a very efficient bedwarmer that was a smaller type of "flower pot" kept inside a wooden frame to protect our feet from getting burned.

My only comment on sleeping on the floor is that it's a rather uncomfortable way of resting a tired body but very effective in correcting certain posture difficulties and also a great space-saver. The smallest room could easily accommodate ten reclining guests.

During my vacation here in Kannabe, there were some days when the weather didn't permit skiing; so for exercise I took walks. I especially liked to stroll down the village's main muddy road, lined with its unpainted wooden houses of thick thatched roofs (they seldom paint wood in Japan.) Even though not picturesque, the village unfailingly offered new sights—such as mothers carrying babies on their backs, suspended bamboo poles being used for clothes lines, or excited new guests pushing their way off the daily bus that brought them to the mountains.

The guests that came to the Fujimotos' lodge were mostly young people from the nearby cities of Kobe and Osaka, who stayed only two or three days at a time. Since all of us guests lived so closely together, we usually became acquainted, after a whole month of this, I met many kinds of people. My two best friends were an underwear salesman and an abstract artist.

In the evening when everyone, including the Fujimotos, gathered in the living room to sing, talk, and play cards or chess, we had our gayest times. I liked the singing fests the most, because hearing their songs in a minor key always reminded me that I was really in the Orient. Of course, during these music sessions I'd be asked to render a few stanzas of an American ditty, but that was rather easy to do. A couple of verses of an old favorite like "Home, Home on the Range" would fulfill my obligation.

Of all the aspects of Japanese I learned about in this lodge, the one that impressed me most was the congenial way everyone lived together. It was etiquette to be very polite, so all the guests were most respectful of one another; and the Fujimoto family themselves took a personal, friendly interest in each guest, which gave the lodge a warm, hospitable atmosphere.

The day I left Kannabe, rucksack and skis in hand, I felt as if I had awakened from an extremely unusual and pleasant dream.

SKI, JANUARY, 1957



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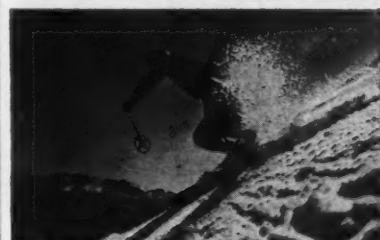
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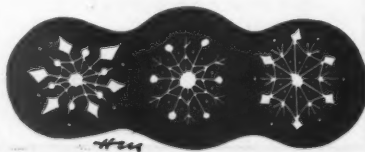
# BOOKS

Sports Injuries Manual, by Donald F. Featherstone. Published by Philosophical Library, Inc., 15 East 40th St., New York 16, N. Y., 132 pages, \$6.00.

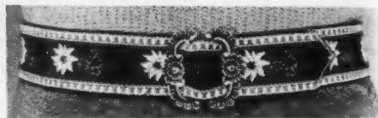
Dedicated to the proposition that the human body is a mechanism which tends to get out of order in a number of predictable ways under stress of participation in the more strenuous sports, this book is urgently recommended for serious skiers, especially ski patrolmen and instructors. Actually the book, written by a British physiotherapist, is primarily concerned with the type of bumps and contusions suffered by professional players of British-type football and its bone-bruising cousin, rugby. But the 'pulled' or sprained muscle, the trick knee and the 'chip' fracture are just as much occupational hazards of the ski fraternity. Mr. Featherstone's book should serve as a valuable reference for ski coaches whose job is not only to apply the kind of first aid that will keep minor, sometimes merely annoying injuries from becoming more serious, but to guide his training program so as to minimize the chances of injury.

Some space is devoted to the more serious sports injuries such as fractures and concussion. But the book is primarily devoted to the lesser and more frequent injuries and afflictions of the athlete, including 'charlie horse' and athlete's foot. Much of its value is in stressing not only what the coach or trainer who is not an MD should know and be able to attempt in the way of first aid, but what he should leave to the ministrations of a qualified doctor.

Individual skiers will also find the book a handy reference for such information as how to bandage a sprained ankle and how safely to combat blisters. For the most part Featherstone has kept his language simple and untechnical enough so as to avoid confusing even the reader who doesn't know his deltoid muscle from his triceps. —WH



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## BIG GUYS and LITTLE GUYS

How and how happily you ski can depend on how big you are

JOHNNY, don't be such a sissy! Why, the weather isn't cold at all today," frets the perspiring parent, while Johnny, looking peaked and miserable, bawls, sits down on the snow in protest, takes his skis off if he can, and makes known between sobs that he wants to go home "r-i-g-h-t n-o-w-o-w-o-w!" Usually it is Johnny who wins the ensuing argument, through immovable, unreasonable (or so the parent supposes) obstinacy. It's a good thing, too, because generally the reason is all on Johnny's side: Johnny *knows* he's cold, while Mommy thinks he *thinks* he's cold. I wonder how many mommies realize they usually feel warmer than their Johnny after an hour or two skiing, simply because they're bigger than he is.

Sheer size is a very important factor in skiing—in technique and competition as well as keeping warm. Naturally the effects of difference in size are most pronounced between children and adults, because the difference is greatest. But these effects are also quite noticeable when we compare big skiers with little skiers, regardless of age. For example, is there any truth in the prevailing opinion that small people make good slalom runners, and large people better downhillers? We'll see, but first, let's return to Johnny.

Johnny's complaint about the cold is probably due not so much to temperament as to actual physical causes. Pound for pound, your child's body is a better heat radiator than yours (i.e., a ton of children will warm up a cold room faster than will a ton of adults). Therefore, pound for pound, he burns up more energy than you do in the process of maintaining normal body temperature. Although his higher metabolism enables him to do this, he tires more quickly and, once exhausted, feels miserably cold.

A simple rule of geometry states that the area of similar bodies varies according to the square of their size, whereas the volume varies according to the cube. Heat loss, on the other hand, is directly proportional to the surface area

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giving off heat. This means that if a child half the weight of an adult were physically proportioned exactly like the adult, the child would weigh only one-eighth as much but would have one-fourth as much skin area from which to radiate heat. Pound for pound, the child would have to put out twice as much energy in the form of heat in order to keep as warm as the adult.

Actually children are somewhat differently proportioned than grownups and weigh more, height for height. Thus a normal weight for a child three feet in height would be, say, thirty-five pounds, while a man six feet tall would ordinarily weigh considerably less than eight times this amount. The ratio of heat loss to weight for the child is therefore somewhat less than twice that for the adult. Our formula does not work out exactly in practice, because the child's body and adult's body are not exactly similar.

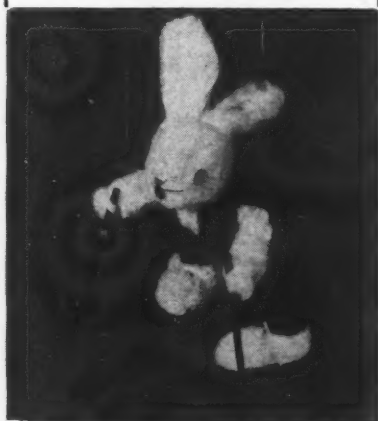
However, it is quite true that a child must put out more heat than an adult in relation to the volume of his heat-producing cells (i.e., his weight), and therefore has greater difficulty in keeping warm during cold weather. The same holds true, e.g., for a 100-pound woman compared to a 200-pound man: while the difference in the proportions of their bodies (*vive la différence*) does not permit us to deduce a strictly mathematical ratio of relative heat loss, the general principle holds true.

The moral for parents is obvious. Dress your children warmly, of course, give them frequent opportunity to warm up and rest and, above all, listen to their complaints.

Your child's relatively large skin area is a disadvantage only in cold weather, however. During next summer's heat wave, he will feel more comfortable than you do, because his skin will dissipate excess body heat through convection, radiation and evaporation much more rapidly than yours.

Johnny's size has its advantages as well as disadvantages in skiing. He can maneuver more easily than you can, because it is easier for him to overcome his own inertia, and his momentum is so much less. He can stop shorter, start quicker and turn on the proverbial dime. When he walks on skis, his short legs may not take in much ground at a single stride, but he can scamper over the snow at a great rate because short legs are easier to swing than long ones. Legs are like pendulums swinging from the hips, and, other things being equal, the time required for the swing of a pendulum is proportional to the square root of its length.

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Hence long legs swing slower than short ones, but the energy relations involved in this process are complicated—because, as usual, “other things” are not equal. (For example, much of the energy of walking is used up in overcoming the internal friction of the muscles themselves.) Johnny probably can’t outwalk you when you put your mind to it, but over short stretches he can make you hustle to keep up.

To a lesser extent, the same comparisons are valid between a tall, heavy skier and a short, light skier. A small racer’s maneuverability and ability to start and stop quickly are a definite advantage in special slalom. A short cross-country runner is at a disadvantage on the flat, but he may be able to scamper up hills faster than his long-legged rival. Size makes a difference in the way you ski, and in how fast you can ski safely. For example, a lightweight skier may safely approach a sharp turn at higher speed than a heavyweight skier.

By the same token the heavyweight, theoretically at least, is capable of higher downhill speed than the lightweight. This very likely has something to do with the fact that few really small men, in the history of ski racing, have reached the top rank in downhill; and that, conversely, few really big men have consistently excelled in slalom. Toni Matt, in his racing days, ranked technically and esthetically among the finest slalom stylists in the world; yet his weight, probably more than any other factor, prevented his scoring quite so well in slalom as in downhill. Slalom specialists like Anton Seelos, Rudolf Rominger, Friedl Pfeiffer and now Anderl Molterer (currently the world’s most consistent winner in slalom) have almost without exception been smaller men. Toni Sailer, who won all three Olympic events at Cortina, is a six-footer, to be sure, but he weighs little over 160 pounds—a good compromise weight for a skier. As a rule, girl racers come closer to matching the men’s performance in slalom than in downhill. But let’s return to Johnny, whose difference in size makes a really big difference in his skiing.

One of the most obvious advantages of Johnny’s small size is that he is much less likely to get hurt than you are. At any given speed, his momentum is less than yours, and because his center of gravity is so low, he does not fall so far before hitting the snow. Furthermore, his surface is so much greater compared to his weight than yours is, that his reduced momentum is absorbed over a relatively large area

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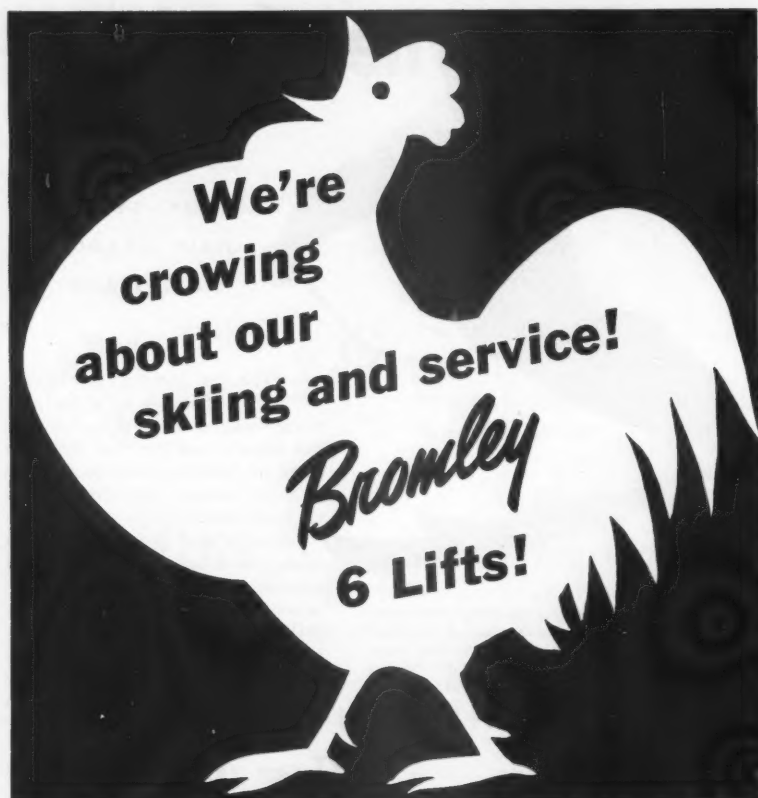
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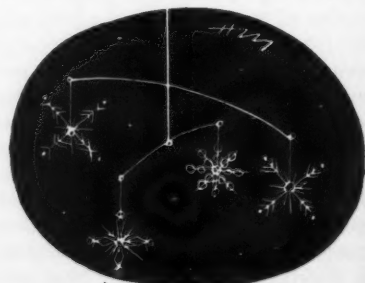
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of impact; and the force of this impact per unit area of his body or in relation to the cross-section of bone (whichever you select for comparison) is but a fraction of the shock a given portion of your frame must absorb in a fall. Add to this the fact that his body is much more flexible than yours and his bones more cartilaginous, and you arrive at the conclusion that skiing is safer for him than it is for you.

You may find it easier to maintain your balance while skiing (just as it is easier to balance a long stick upright on the tip of your finger than a short one), but Johnny compensates for this by keeping his skis farther apart. His relatively slight weight enables him to change direction more quickly—and as if that weren't enough of an advantage in slalom, if you both fall and miss a gate, he won't slide as far and will lose less time as a result. Whereas an adult falling near the lip of the Headwall on Tuckerman Ravine slides nearly all the way to the bottom, a small child—assuming he were capable of skiing the ravine in the first place—could probably stop virtually in his tracks, get up again and enjoy the remainder of the run.

You may be able to beat your shrimp offspring in a straight downhill race, but have you ever considered the advantages of not being able to ski so fast? Not only is the resistance of the snow to his skis relatively great, but the cross-section he presents to air resistance is so much greater in relation to his momentum—even without the bulky clothing you dress him in. To slow down to a safe speed, all he has to do is stand up and let air resistance do the work. Think of that next time you find yourself careening down a steep slope, terrified and out of control, toward an impregnable wall of trees! —FS-M

Note: The author is indebted to S. S. Stevens of the Harvard Psycho-Acoustic Laboratory for corrections and interpolations in an earlier draft of this article. However, since many other additions and changes have been made, Mr. Stevens cannot be held responsible for the correctness of the final article.





# BOOKS

**Ski New Horizons: a Guide to Skiing Round the World**, by Roland Palmedo. With introduction by Lowell Thomas and information supplied by Pan American World Airways' network of offices on all six continents, plus maps and photographs. A. S. Barnes & Co., 232 Madison Avenue, New York 16, N. Y., 254 pages, \$4.95.

Palmedo's first ski book, *Skiing: the International Sport*, was published twenty years ago, and in the intervening years this author has written several other books and skied in many foreign lands throughout Asia, Europe, South America and Polynesia. No arm-chair skier, Palmedo last winter, for example, skied the Alps, officiated at the Olympics in Italy, went on to the Caucasus Mountains in Russia (SKI, October, 1956) and then flew over the pole to California where he immediately boarded a plane for Denver and Aspen before returning to New England for some late spring skiing.

His guide to skiing around the world is both informative and authoritative. Except for Alaska, North American skiing is not included—a limitation in keeping with the title and purpose of the book. One omission is made in that Japan is not included among the twenty-four foreign countries covered by the book.

Many excellent photographs and maps are included; and most of the answers to questions likely to be asked by one planning a ski jaunt to the Alps, the Andes, Scandinavia or other foreign snow resorts are provided. Lifts, hotels, the best runs, and even currency and customs regulations are dealt with, in addition to both air and surface transportation facilities. In addition to his own wide experience, Roland Palmedo has drawn upon the Pan American World Airways staff on all six continents for the up-to-date, specific information in his comprehensive guide.

The book is a noteworthy contribution to ski literature and one which every skier will cherish whether he has already skied abroad, is planning a tour this winter, or just enjoys reading about the sport in other lands. —WTE

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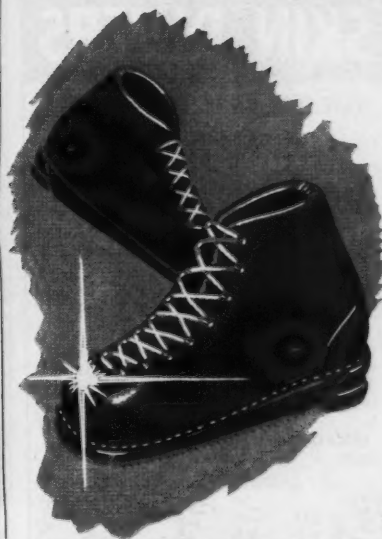
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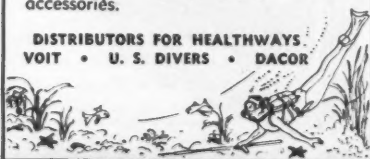
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## ODD JOB

Life as a paid patrolman

by FRED JONES, JR.

It was exceptionally warm for December, and even on Berthoud Pass the air was warm enough so that the old truck I was driving wasn't too uncomfortable. It had been seven years since I had seen Winter Park, and even though I had heard about most of the improvements, I wondered if I would still recognize the place. Surely they hadn't changed the bunkhouse, and so I would have no trouble finding it.

While this last stretch of road slid by, other thoughts crossed my mind. Should I be doing this? Coming to Winter Park to work on the ski patrol instead of staying with my teaching job on the eastern plains? I guess there are always those who consider a rather radical move stupid and don't mind telling you so, while others can understand. But it disturbed me this time because most of my friends didn't think much of my idea. Regardless, it was too late to back out now so I knew I'd just have to try to make a go of it and hope that I was right.

Suddenly a small sign saying "Winter Park" showed in the headlights, and then only moments later I walked into the bunkhouse used by employees of the area. I remembered it as a large open room with double bunks spaced on one side and some chairs and a ping pong table on the other. Snores and darkness were all that greeted me, so I decided to spend the night on a very short sofa and await the next day for a bunk assignment.

My feet stuck out well beyond the end of the sofa as I pulled a large coat over myself for a cover and prepared to spend the night. Sleep would not come in these difficult circumstances, and time passed slowly until I was beginning to think that morning would never come. Suddenly voices came to my ears from outside. The door opened, and a rather peculiar conversation took place. It went something like this.

"You let the pussycat in."

"Zat soo."

"What's a pussycat doing around here anyway?"

"Dunno."

"Maybe we'd better put him out."

"Uh-huh."

"Never saw a pussycat around here before."

"Me neither."

I should add that between each speech there was considerable laughing and it seemed half an age before they finally left the door to come inside. I almost dreaded that too, because I knew they would spend the same amount of time over the body lying on the sofa with its feet sticking out; and I wasn't wrong either. Finally, however, they did get to bed and the place resumed its former composure interrupted only by snores.

It must have been sometime after 2:00 a.m., and I was just about getting to sleep, when someone gently picked up the parka which I had over me as a blanket. What with the last two characters, and insomnia besides, I was about to jump up and start a fight for my right to sleep on a darned uncomfortable sofa, when the person said in a quiet voice, "Are you the new patrolman?" This put me back at ease and I said I guessed I was so he introduced himself as Butch De Palmalere, the patrol leader, and suggested that I sleep in one of the bunks that they had saved. Although the bunk was far more comfortable, I still stayed awake a long time wondering what I was getting into.

Next morning I got two shocks. The first and worst was that they paid more than fifty dollars a month less than they had seven years ago and the second was that there were no meals served in the area, outside of breakfast and lunch. I had hoped to work for my meals. Can you imagine applying for a job without knowing or asking what it pays? Things worked out, though, and I did manage to work for my meals, supper included, and the days began much as they had seven years before.

Up at seven, breakfast at seven-thirty, then to work at eight. There were eight of us on the patrol. We'd begin the day by sweeping out the patrol room and getting splints and other materials that might be needed for emergency first aid lined up and ready. This was generally followed by the "idiot-stick brigade." We put on our skis, grabbed a shovel and then proceeded to the worst spots in the ski area and began shoveling the bumps and filling in the ruts, particularly on the easier runs so the skiers would be less apt to fall over them. We would generally work 'til about ten o'clock when the tows began to operate.

Coffee time, which has become so popular throughout the country, is observed a bit differently at Winter Park. As the custom goes, someone has to pay for the coffee, so to determine who a wax race is used. A wax race is very

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simple. Everyone on the patrol, except me, lines up across the top of the practice slope and at a given signal shovels are lifted and seven skiers make seven pairs of parallel lines heading directly for the restaurant. The last one down naturally pays for the coffee.

Wax races are fine, sure, but as a steady diet they become a bit tiresome; so occasionally we would divide up into two teams, and using ski poles as hockey sticks and a gallon can as a puck, we would play ski hockey. Now, here is a game for you. Certainly everyone knows how rough a game ice hockey can be. Well, you should watch a game of ski hockey! I don't remember anyone ever getting hurt, but for the life of me, I can't understand why. We'd begin at the top of the Bridge trail, usually, and choose up teams of about four to a side. The game is begun the same as ice hockey and then things happen. Everyone scrambles for the gallon can, but since skis are much longer than hockey skates, it is very difficult to remain on just your own skis (but it is far better if you do). Can you imagine eight skiers madly following a tin can, poles swinging wildly, with spills, collisions, flying snow and always that innocent can bouncing down ahead?

About half-way down the trail, things really get hot because one team is trying desperately to get the can through a goal on the right side of the trail while the other team is trying to get the can through a similar goal on the left. The goals, of course, are left wide open because nobody wants to be a goalie and stay in one place, and everybody wants to stay in one piece. I certainly wouldn't want eight persons to come crashing into me for the sake of trying to stop a gallon can. There are no rules, so although poles are accepted as the usual means of sending the can flying, often enough skis and bodies are used as well.

One team wins, as a rule, and of course they are treated to coffee by the losing team. Perhaps, for the benefit of those who actually ski at Winter Park, I should add that this game is always played before the lifts open to the public so that there need be no worries about what would happen to you if you should happen to get in the way of a ski hockey game.

There are certain days when coffee time is forgotten. These were invariably days when we got up in the morning to find about eight or ten inches of new powder snow on the ground. On such days the packing was accomplished quickly and an extra-long coffee period

would be spent breaking tracks down Hughes racing trail and probably Little Pierre. On these days also, all the patrolmen would spend a good part of the morning skiing each trail—looking, of course, for injured skiers.

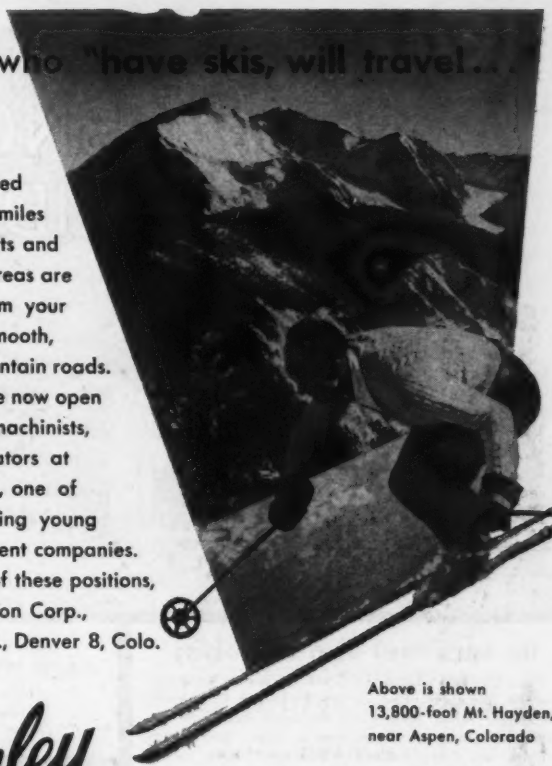
Every day at Winter Park is different. For example, take Friday, January 6, 1956. We had finished cleaning out the patrol room and had decided to play a game of ski hockey. Being a bit new at the game, I tried to get a job as a starter or something, but everyone and in particular a lift operator called Ray insisted that I play hockey. At any rate, rather than be a square, I said sure I'd play and proceeded to put on my skis. I got them on, but I certainly didn't go anywhere. Examination showed that my skis were carefully waxed with vaseline and klister. Everyone, and especially Ray, thought that this was very funny.

I figure I did Ray one better that afternoon. I waxed just one of his skis with klister while he wasn't looking, on the theory that having one fast and one very slow ski would be quite annoying. At first Ray tried to pretend that nothing had happened to his skis, but later that day he said Elmer would suffer for it. I figured that was okay, since Elmer hadn't waxed his ski, but little did I realize the very foxy psychology behind Ray's statement. That very evening after supper I found both pairs of my skis crudely waxed with No. 120 axle grease mixed with sawdust. Perhaps in concluding the waxing episode it would be worthwhile to mention that two mornings later Ray came to work to find his skis very carefully and neatly waxed with the following layers of the very latest in ski waxes. First layer, Vicks Vaporub. Second layer, athletes' foot powder. Third layer, heavy klister. Fourth layer, ground-up grape nuts. Last layer, cotton padding stuck here and there in spots. That was a red-letter morning for me. I'll never forget Ray's face when he first saw his skis. All he said was, "I'll get you guys for this."

Waxing forgotten, attention was focused on Elmer's departure for Europe; naturally he should leave a small token of remembrance for the ski instructors, under George Ingle, to remember him by. The idea was to leave a pleasant memory both in Elmer's mind and in theirs, so one clear morning the rope which the ski instructors used to ring the bell for ski school was detached from the bell and tied to a large bucket of water. This project was really begun too late in the morning, for a few skiers had arrived including a small boy who

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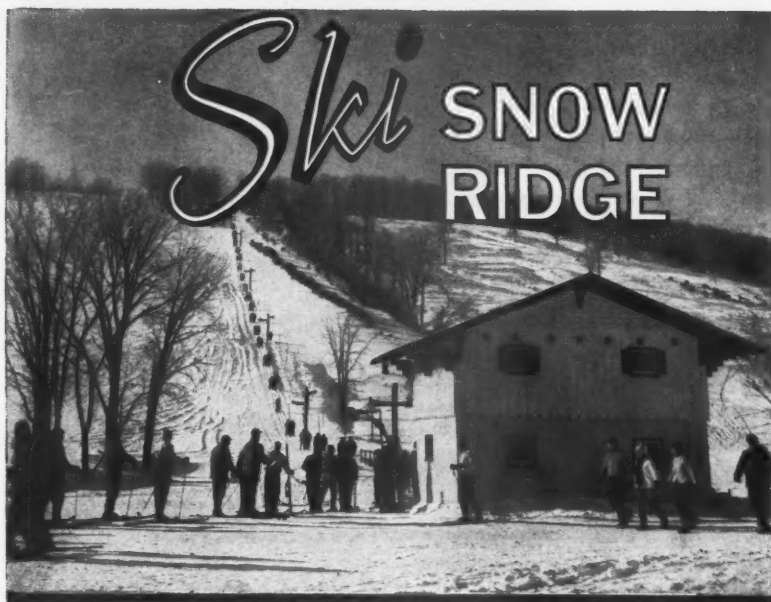
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## SKI

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watched with curiosity as the proper arrangements were made. As a matter of fact, the lad's curiosity was entirely too great for his own good, for he decided to pull the rope to see what would happen. He, of course, emerged dripping wet, and I should hope much the wiser. Although the pail was refilled, the stunt was finished except for some poor skier who had left his boots directly below the ski school bell. I understand that he was later heard wondering how his ski boots got full of water.

During the middle of January, we got very little snow at Winter Park so our days were spent operating manager Steve Bradley's invention, the snow grader and packer.

Later in January I had a chance to go back to teaching so I chose the thirty-five screaming seventh graders to Steve's graders—namely 700 pounds of steel and hardwood cascading down behind you, just waiting for you to trip and fall!





## LETTERS

Continued from page 5

I did not like the title, however. What is new about it? The racers have used this particular execution of a series of christies for years. You know yourself that I taught it last winter and did before that. I think it is just as wrong to call it a technique; it is just part of one, at least as the professional looks at it.

Let the ruade and "all parallel" experiment be a lesson to all serious ski instructors, we are here to make skiing available to the public in an easy, pleasant way and not to try to sell them something that money simply will not buy. Let us stick to the fact that the snowplow is the beginning and the parallel christie, whichever type, the top.

Here are my answers to the three questions:

Mr. Hutter leaves himself wide open by basing his methodical approach on sideslipping. If he would have been satisfied by the forward lean bringing the tip up, he would have been safe; this will happen if you rock forward and edge at the same time, but he should say so. If you sideslip and simply lean forward the tips will go down the slope, because your skis are flat and will go with the weight. Where he really goes for a dive is his next line: if you sit back far enough your skis will point downhill and you will take off down the slope. This is more than I can do on skis, and should you ever try it, put your double-seated climbing britches on and go behind some bushes, so nobody will see you.

The christie you refer to is the *Gegenschulter* christie, or reverse shoulder. In a skier's body the center of gravity is slightly above the hips; if you therefore start a movement in the hips, the feet will go one way and the shoulder the other. In a regular rotation turn the rotation starts in the shoulder and from there goes on down unto the skis.

I have no intention of adopting stem wedeln in my program. By the time a pupil is ready for wedeln, he should be well beyond the stemming stage, and this particular position might prove dangerous, particularly if tried at too much speed. And it would seem difficult to me to get rhythm that way. The use of the poles definitely has to be accepted, but it can be done without, especially in deep snow when you don't want to slow down—and that is where wedeln really shines. *Continued*

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program—class 6: reverse shoulder and  
wedeln.

You might think that teaching the  
regular rotation christie first and later  
going on to reverse shoulder looks like  
doubling up. I have my reasons for it.  
I have taught reverse shoulder in the  
first year of my teaching career and  
realize today how much easier it is to  
make a parallel skier using full rotation.  
Once you have him there, he will enjoy  
skiing much more and very likely will  
put in the extra work required for  
wedeln, and this will make him an all  
around better skier. Wedeln alone is  
not the answer to everything. Think of  
a mountain trooper with a forty-pound  
rucksack.

The Swiss Ski School Association in  
the latest annual report points to the  
fact that in Austria as well as Switzer-  
land there is a remarkable difference  
between the style of the racers and the  
technique taught in the schools, and to  
this there is no end in sight. New  
methodical approaches have to be  
found to make the newest develop-  
ments available to the skiing public, so  
we can pass on these technical changes  
to the recreational skier.

One thing is sure, our emphasis on  
weight-shifting in the lower classes is  
not only a very safe approach, but  
blends right in with the new look. But  
there is one other important thing:  
Don't keep looking for short-cuts. The  
only ones that we can safely give the  
skiers are better instruction and im-  
mediate promotion to a higher class when  
they are ready for it. This alone will  
help the pupils up the ladder, step by  
step, avoiding the discouraging setbacks  
that so easily occur when they are  
pushed too hard.

PAUL VALAR, Ski School Director  
Franconia, N.H.

#### Official Austrian method

Sirs:

As past-president of the FWSIA I  
was invited by the Austrian govern-  
ment, last November, to take part as  
an observer in a ski instructors meeting  
at St. Christof. It was a week-long  
course at which the new technique,  
now for the first time officially adopted  
by the Austrian government, was pre-  
sented and taught to all Austrian in-  
structors. I took movies and stills there.

My immediate reaction at St. Chris-  
tof was that the technique so loudly ac-

claimed as being something brand-new was, in fact, a regression to something taught about twenty years ago (see Mr. Picard's letter on Hans Georg in the December issue—Ed.) The "new technique" was taught and skied by the Swiss in earlier days. Old movies of such men as Martin Fopp (US national champ, 1941) and Rudolph Rominger (FIS champ) will prove my point.

Weight-shifting was effected by an outward lean of the upper body, as well as a strong flexing of the downhill knee. This, as well as stemming with the uphill ski, was standard technique. Rotation was introduced by the French and replaced the outward lean from the hips (*Hüftknick*) as a means of transferring weight. At that time a controversy raged; it was outward lean versus rotation. Rotation at that time was truly a new concept. Today the same controversy is on again with the exception that the so-called technique of leaning out and stemming with the uphill ski has been seen before.

It seems that while wedeln is relatively new it has not developed from any particular technique, but is rather a phenomenon which occurs when skiing fast in the fall line. At the same time the necessity arises to teach this new phenomenon. By looking through old books the Austrians remembered the old Swiss weight-shifting method and quickly evolved wedeln from it. Wedeln is taught in Austria today to the average advanced skier just as described in Mr. Hutter's article (SKI, November, 1956). However, he left out one important point which was strongly emphasized in the old Swiss technique and again is taught today in Austria, namely the very pronounced up-and-down motion which must be combined with the shift of the hips unless you want to catch your edges.

I particularly object to the movement described in figure 5, which shows stemming with the uphill ski while at the same time bringing the upper shoulder back as in a counter-swing. Physiologically this is an awkward position where the upper part of the body moves in the opposite direction from the lower part. The same position could be gained by stemming out with the lower ski as it is done in this country.

With the exception of the above the technique, as such, is sound for teaching skiing to the average man, but has little to do with wedeln which will evolve through any technique if you stay in the fall line and get up your speed.

PETER J. PICARD, DDS  
Walnut Creek, Calif.

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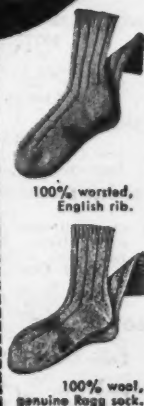


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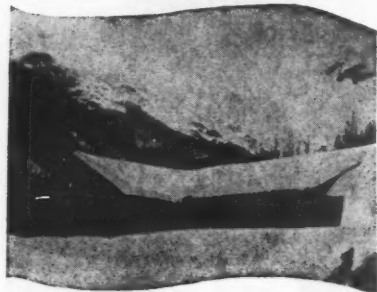
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Please mail me your free, illustrated booklet "Winter Sports in Eastern and Central Michigan" and the resort location map.

Name .....  
Address .....  
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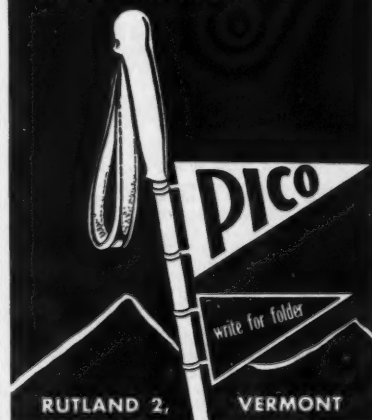


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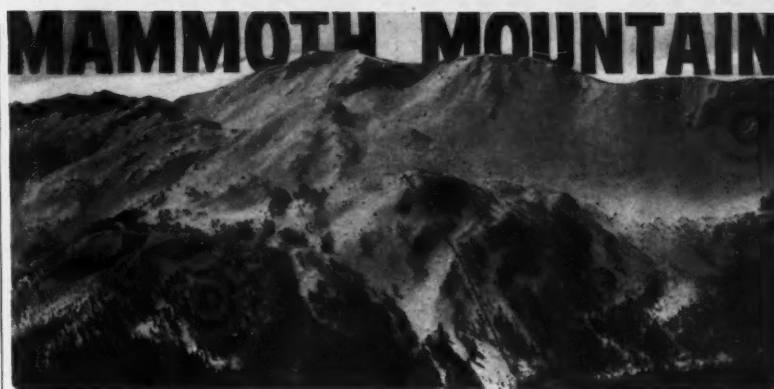
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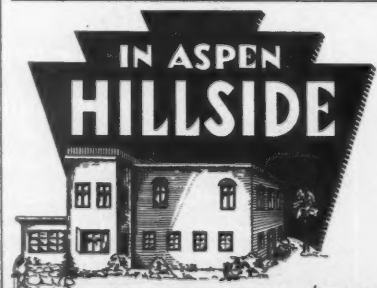
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From \$4.00 European Plan. Cocktail lounge.  
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Rooms with, without bath, bunkrooms for College Group from \$7. A.P.  
**ORVIS INN**  
For discriminating skiers—Superior Accommodations—Sumptuous meals—Cocktail Lounge.

### MIDDLEBURY

See also East Middlebury.

### RUTLAND

**LONG TRAIL LODGE**  
Overlooking ski lift. Dormitory, \$7.50. Rooms \$8.50-\$12.00 with meals. Fireside Fun.

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Rentals, Lodgings—"Foot Mansfield."  
**ALPINE MOTOR LODGE**  
On Mt. Mansfield Road. Luxurious AAA Motel Accommodations combined with gay ski-lodge living. Unique Alpine Lounge facing Mt. Mansfield, excellent meals, TV-Game Room. From \$10 A.P. Write, phone Nick Mara, 6-2700.

**THE CLARKS' LODGE**

Rt. 108. Tel. 6-7266.  
**COR UNUM**  
Host: Trapp family. Write for folder.  
**EDSON HILL MANOR & THE RED HOUSE**  
Genial ski living at its best. Superior food. Every convenience. Private tow, snow-cat, touring trails on 500 acres. Rates \$8.50 to \$20 American plan—breakfast, dinner. FOLDER. Tel. 6-5981.

**DONOVAN'S HOB KNOB INN**  
Modified American plus Transient Dinners. Tel MY 6-2612.

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Stowe Village. Capacity 100. Hotel, Motel and Dormitory accommodations. The best of ski living and Duncan Hines food. "The Whip" bar and lounge, 10 mins. to Mt. Mansfield. Buses start here. \$8.00 to \$13.50 A. P. Parker Ferry, host. Tel. 6-3301. See Display adv. this issue.

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Housekeeping Cottages for rent, weekly, monthly, season.

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Ski dorms for men and women. 140 guests. \$5.50 daily, or \$5.25 with your own sleeping bag, American, Famous circular fireplace. Best of food & fun. FOLDER. Tel. STOWE Myrtle 6-2223.

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For hospitality at Mad River Glen Phone Waitsfield 20-2, Wire, Write Box M.

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S. Vt's newest Ski area in Mt. Snow, Hogback, Dutch Hill, Trans., Entertainment, Family Accom. Pri. or Connect, baths. \$8-\$13. 2 meals. Write, or Tel. 34.

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Still warmest, still best food. Rates \$7.50 up. Accom. 35. Write or Tel 7 Ring 4, Wilmington, Vt.

**ON THE ROCKS**  
For the best. Marge & Orla Larsen.

**SNOWBROOK**  
"We're asking you nicely, Readers!"

**SNOW MOUNTAIN INN**  
Watch this space.

SKI, JANUARY, 1957

## WHERE TO STAY

### CANADA

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**MANOIR SAINT CASTIN**  
Renowned resort hotel, 10 miles from Quebec City. Exquisite French Cuisine. Loosli's Parallel School. Two T-Lifts, rope tows, Snow Cat groomed slopes for experts and beginners at your door, on Hotel estate. No driving, no waiting but more skiing on more and better snow. Rates \$11-\$15 A.P. Special. Ski Weeks from \$64.50—Folder Box 75.

#### MONT GABRIEL, P.Q.

**MONT GABRIEL CLUB**  
See advertisement on Laurentian page.

#### MONT TREMBLANT, P.Q.

**CHALET DES CHUTES**  
See advertisement on Laurentian page.

**CHATEAU BEAUVALLON**  
See advertisement on Laurentian page.

**DEVIL'S RIVER LODGE**  
At base of Mont Tremblant North Side Chair Lift and new T-Bar. All privileges and facilities of Mont Tremblant Lodge. Amer. Plan \$11.-\$13. Special skiers' bunkhouses \$1 a night (bring sleeping-bag). Write Johnny O'Rear, Mgr.

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Snow Eagle Ski School. Lift, skating, dancing. \$8.00-\$12.50 with meals. Ski Weeks \$62.95.

**HOTEL MONT TREMBLANT**  
See advertisement on Laurentian page.

**MANOIR PINOTEAU**  
See advertisement on Laurentian page.

**MONT TREMBLANT LODGE**  
See advertisement on Laurentian page.

**VILLA BELLEVUE**  
See advertisement on Laurentian page.

#### MORIN HEIGHTS, P.Q.

**BELLEVUE HOTEL**  
See advertisement in this issue.  
**SUN VALLEY HOTEL SUISSE**  
See advertisement in this issue.

#### STE. ADELE-EN-HAUT, P.Q.

**THE CHANTECLER**  
See advertisement on Laurentian page.  
**STE. ADELE LODGE**  
See advertisement on Laurentian page.

#### STE. AGATHE DES MONTS, P.Q.

**LAURENTIDE INN**  
See advertisement on Laurentian page.

#### ST. DONAT, P.Q.

**JASPER-IN-QUEBEC**  
See advertisement on Laurentian page.

#### STE. MARGUERITE STATION, P.Q.

**ALPINE INN AND COTTAGES**  
See advertisement on Laurentian page.  
**CHALET COCHAND, SWISS CHALET**  
See advertisement on Laurentian page.

#### VAL DAVID, P.Q.

**LA SAPINIERE**  
See advertisement on Laurentian page.

### SWITZERLAND

**AROSA**  
See advertisement in this issue.

**DAVOS**  
See advertisement in this issue.

**KLOSTERS**  
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**CHESSA GRISCHUNA**  
A world-famous hotel in the center of some of the world's finest skiing. Favored by discriminating skiers for its accessibility to the Paresen snowfields, its gourmet table and cheerful atmosphere. For beautifully illustrated brochure, write Hans Guler, host.

**HOTEL SILVRETTA**  
A leading first class hotel. Aerial-cableway to Gotschna-Parsenn, informal atmosphere, moderate to deluxe accommodations. Ski school, orchestra, bar, dancing. For rates and reservations write George Rocco, (Swiss) Manager.

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Near Gstaad. All comforts. Skiing till April.

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See advertisement in this issue.  
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One of the world's finest hosteries. For rates and literature write Andrea Badrutt, Director.

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Aspen's Finest



Heated Pool, Lounge, Complimentary Breakfast

For Folder Write: The Smuggler, Aspen 1, Colorado. Phone: 4371

Ski down to the Lift  
from Aspen's

## NORWAY LODGE

- 23 rooms, 23 baths
- Breakfast served



AAA  
Write for  
Folder  
Aspen,  
Colo.

## BLUE SPRUCE SKI LODGE

....at lift

- Distinctive rooms & apartments overlooking ski runs through huge picture windows.
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- Only a few steps to lifts, restaurants.

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ASPEN, COLORADO



## JUST OPENED!

One block from lift



## SKI-VU LODGE

The Latest in Modern Luxury  
at prices tailored to the skier's  
pocketbook

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SKI-VU LODGE, ASPEN 1, COLO. PHONE: 4851

## aspen's most modern the New BELL MOUNTAIN LODGE



write for  
FREE folder

1 block to new lift  
kitchenettes  
specializing in groups  
reasonable rates



Mountain  
CHALET

Between the Lifts at Aspen, Colorado

## THE SKI RANCH

ASPEN, COLORADO

10 apartments with modern kitchen snack bar & private bath; some with fireplace. Apartments vary in size and are ideal to accommodate large groups as several may be used as one unit.

Lounge with fireplace. Radio & Record Player. Large Recreation Room.  
10 Minutes from town. Transportation to & from ski lifts.

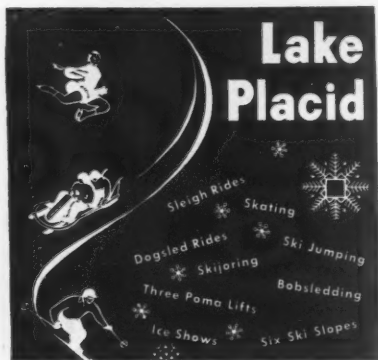
We offer night skiing under floodlights with our private electric rope tow. Also skijoring and sleigh rides.  
Group dinners and breakfast available by reservation.

Rates: \$4.00 each double  
\$3.50 each in groups of 3 to 5  
\$3.00 each in groups of 6 to 12.  
Larger groups quoted on request. Capacity 60 persons.

For information write: Lou & Ned Deane  
T-Lazy-7 Ski Ranch Aspen, Colorado  
Phone 3443



# SKI NEWS from NEW YORK



## Lake Placid

**SKI LAKE PLACID!**  
The winter sports  
TV capital of the world

For information write

**CHAMBER OF COMMERCE**

Lake Placid, New York

Just as Fabulous Lake Placid is the "Mostest" Winter Resort with Poma and T-Bar lifts, indoor and outdoor skating, bobsledding, ice shows and hockey games, **MIRROR LAKE INN** is the "Mostest" Inn with free ski instruction, free ski tow, snow making machine, fireplaces, Honeymoon Cottages and the best food anywhere. For free color booklets and special low skiers' rates, write or mail this ad to Mirror Lake Inn, Lake Placid, N. Y.

Ski Clubs—Big Families—  
Half Rates for 10 or more.



17 MAIN ST. . . . . LAKE PLACID, N. Y.

All leading lines of imported  
and domestic skis, boots and  
ski clothing.

**SALES AND RENTALS**

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### KOBL MOUNTAIN ENTERPRISES, INC.

Building a double chair lift on Kobl Mountain at Lake Placid, New York

is offering for residents of New York State only

- 400 6½% convertible debentures (face amount \$500, convertible into 65 shares of common stock)
- And 4000 shares of common stock (par value 10¢)
- In units of one debenture at \$4.50 per debenture
- Plus 10 shares of common stock at \$5 per share

Copy of the Prospectus and other information may be secured at the company offices.

**KOBL MOUNTAIN ENTERPRISES, INC.**

John H. Wikoff, Sec., 35 No. Main St., Lake Placid, N. Y.



High altitude snows in a land of arctic splendor

- 2nd longest Blvd. trail in East
- Magnificent NEW trails
- NEW Round Hearth
- NEW tows

**NEW ADDED ACCOMMODATIONS**  
**LITTLE WEST KILL INN**—New ski Dorm & Inn at ft. of Bearpen Mt., opening Dec. 1st with flair for food and fun. Special weekend ski package. For early reservations: Phila.—KI 6-3586.

**RIVERVIEW FARM MOTEL**—In the village 3 miles from slopes. Already famous for food and comfort. All-expense vacations. Phone Prattsville 3404.

**PERRY'S SILVER SPRUCE HOTEL**—In the village. Cocktail lounge, recreation room, showers, really clean accommodations. Home-cooking. All-expense vacations. Prattsville 3573.

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35 mi. w. of NY Thruway in N.W. Catskills

**BEARPEN MT.**



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Trails graded for good skiing  
on minimum snow.

For information and latest ski reports,  
write or telephone

**CHAMBER OF COMMERCE**

BOX 98, NORTH CREEK, N. Y.

TEL. 2422

### SKI PISGAH

SKI Day and Night  
Saranac Lake, N. Y.

for information write  
Chamber of Commerce

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Hot water heat  
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TV in every unit  
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- Certified Ski School, USEASA
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- Alpine Music
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- Area maintained by Tucker Sno-Cat for the best of snow conditions
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- 44 modern rooms
- Tile showers & baths

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Saratoga Springs, N. Y.  
Telephone 3361

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YOU EAT AT

**Mother Goldsmith's Restaurant**

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Accommodations:

71 hotels, motels, guest houses—35 restaurants

For information write:

CHAMBER OF COMMERCE, Saratoga Springs, N. Y.

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by railways, airways, modern highways and Thruway

# STATE

**FREE GUIDE!** 1957 edition of "Ski New York"! Illustrated guide to all areas...lifts, trails, slopes, accommodations. Phone numbers for latest snow reports! Handy reference map.

**SEND FOR YOUR COPY NOW!**

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Please send "Ski New York" to:

Name .....  
Address .....  
City ..... Zone ..... State .....

## Ski at Speculator

New York

### Oak Mt. Ski Center

- ▶ 3100' T-Bar Lift
- ▶ 2 Rope Tows
- ▶ Facilities for all classes of Skiers.
- ▶ Ski School — Restaurants
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- ▶ Hotels — Lodges
- ▶ Daily Snow Reports

*Folders on Request*

Phone Lake Pleasant 3311—Day  
or 2754—Night.

#### The Gables Motel

SPECULATOR, N.Y.

Summer and Winter Accommodations

- 5 min. from ski area
- Special mid-week rates

Katherine Gifford, Prop. Telephone Lake Pleasant 2754

#### OAK MT. SKI SHOP

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Rentals—Imported & Domestic Equipment

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Adjacent to Oak Mt.  
Modern Accommodations  
Cocktail Lounge  
American or European Plan  
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## Whiteface

— For Every Skier — Beginner to Expert

### MOUNTAIN SKI CENTER

- 3350 Ft. T-Bar — 5 Rope tows — 3 Open slopes —
- 9 Downhill trails — Ski Patrol —
- Ski Shop — Rentals — Cafeteria — Ski School —

16 m.m. color sound film, "Skiing the Roof of New York"

Write to us for free rental

For Folder—Reservations—Special Group Rates: Write—Phone—

Whiteface Mt. Authority — Phone 8-W-1 Wilmington, N.Y.



### Sportsman's Inn

WILMINGTON, N.Y.

WHITEFACE MOUNTAIN'S LEADING SKI LODGE

• Cocktail Lounge • Fine Food • Lodging

4 SEASONS LODGE—WINTER—2 miles from Whiteface Mt. Skiers Take Note. SPRING—Trout Fishing in Ausable Rivers. SUMMER—Sight Seeing and best in scenic Adirondack Mts. FALL—Hunting, partridge, woodcock, deer and bear. Large spacious rooms, comfortable beds, knotty pine living room with cozy fireplace, country-style food, home-made bread a specialty. For rates write Bill and Dot Waltenhausen, 4 Seasons Lodge, Wilmington, N.Y. Tel. 48W4.

### Roxbury Ski Center

Roxbury, New York

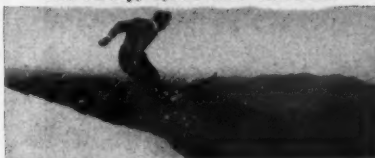
- 2500 ft. T-Bar
- Futuristic Lodge
- 1½ Mile Trail
- Open Slopes
- Half Mile Expert Trail
- Nursery Slope
- Cafeteria
- Ski School
- Ski Shop
- Rentals

Directions—Thruway to Exit 19  
Westbound on Route 28 to Arkville,  
Right at Arkville to Ski Center.

IN THE DEEP SNOW SECTION  
OF THE CATSKILLS

at  
ROXBURY, NEW YORK

Mt. Marcy, 5,344 feet elevation



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OPEN ALL YEAR

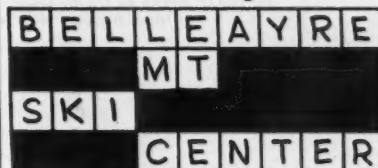
### Onteora Lodge

15 minutes from Belleayre

A home touch to our service  
Roaring fireplaces • Rooms, private bath  
Alpine setting • Accommodates 30  
Ralph H. Yerry, Prop. Shandaken, N. Y.

## FREE

Clue to Good Skiing



■ Open daily (124 days last season), Belleayre is high in the lofty, snow-covered Catskills, about three hours driving time from New York City, two from Albany and Schenectady, and one from Kingston. Chair lift, T-bar and rope tows service eleven trails and slopes. Rentals, cafeteria and shelters. Accommodations nearby.

For trail map, prices and snow reports write:  
Belleayre Mt. Ski Center, Pine Hill, N. Y.  
Phone: Pine Hill 2501 or Murray Hill 7-6850

Operated by

New York State Conservation Department

- CHAIR, T-BAR AND POMA LIFTS
- CERTIFIED SKI SCHOOLS
- NORTH AMERICA'S ONLY BOB RUN
- LUXURY RESORT HOTELS

- RUNS FOR ALL ABILITIES
- JUMPS AND TOBOGGAN SLIDES
- ARTIFICIAL ICE RINKS
- SKI LODGES, DORMS AND HOTELS

# SKI

**F**ONDUE, that dunkers' delight, is no longer exclusively a Swiss tradition, but a custom among skiers the world over. Fondue is a party game as well as a delicious food. It's quite a trick to stir your crusty chunk of white bread around in the gooey cheese without losing it off the end of your fork, and among restaurant-goers the game is that the first to drop his bread pays for the pot. However, the loser also gets first crunch at the tasty crust remaining when the goo is gone. The really important thing about fondue, however, is that it's quite impossible for people to be other than informal with each other while eating out of the same pot.

Laurentian-style fondue party is held weekly by Chalet Cochand at Swiss ski hut atop practice hill. Guests arriving via jeep or T-bar find dancing already in progress. In party game at right, ladies scramble over pile of men's shoes whose owners will be their partners in the next dance



Disheveled but gay, most of the girls sit out last dances with cool highball or beer, waiting for fondue to be stirred to desired smooth texture



# goes to a Fondue Party



**RECIPE** (serves four): Heat two cups dry white wine in garlic-rubbed pot. Dredge one pound shredded Swiss cheese with three tablespoons flour. When wine starts bub-

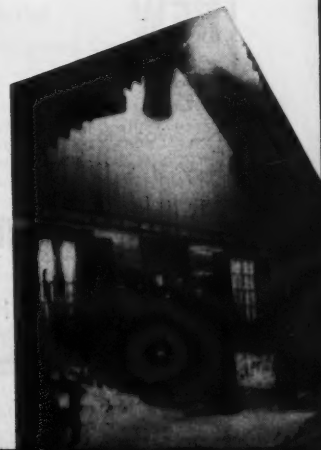
bling (*not* boiling) gradually stir in this mixture by handfuls over low flame till smooth. Add salt, pepper, nutmeg and two shots of brandy. Keep it bubbling.\*

\* Adapted from official recipe of Switzerland Cheese Association

Guests gather around table, dunking chunks of French bread in fondue kept bubbling over alcohol flame

Skiers from North Carolina, New York, the midwest, Ontario and other far-flung points are reluctant to quit the party

At midnight partygoers either ride the jeep or ski down by torchlight



New in the U. S. A. . . the Alps Traditional Ski Drink!

# Glühwein

(Glee-wine)

made with Virginia Dare PINK Wine

Famous from St. Anton to Zermatt,  
Glühwein is the skier's traditional  
soul-warming festive drink.

At ski lodges everywhere—made simply  
and economically with new Pink  
Virginia Dare Wine.



**Recipe:** 1 Cup Virginia Dare Pink  
Wine • Piece of Lemon Rind • 4 Cloves  
Piece of Cinnamon Stick • Heat until  
steaming, serve hot in glass with spoon

"Say it again" VIRGINIA DARE PINK WINE  
Garrett & Co., Inc., New York

## SKY TAVERN

Only 20 miles from Reno  
At the foot of the Reno Ski Bowl  
Chair Lift  
Beautiful Rooms  
Dining Room  
Coffee Shop  
T-Bar Lift  
Cocktail Lounge  
Rope Tows  
Write for Folder

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Box 2187 Phone FA 2-6034  
RENO, NEVADA

*Be the Skier  
of  
Distinction*

SHOP AT THE

*Peter Kling* SKI SHOP

LACONIA, N. H.

*Exclusive Ski Wear  
& Accessories*

Write for free brochure on children's clothing & boots  
on U. S. Highway 3—on your way  
to Franconia & Belknap

**NEW**

## Red Doors Motel

No. Woodstock, N. H.

Hwy. U. S. No. 3

## Ski Cannon

BILL & JEANNE HOGAN,  
props.

There's Wonderful

## Skiing in Europe

**Independent Ski Trips:** Daily departures  
by air (or steamer) to the Alps! Plan now  
to ski in Austria . . . France . . . Germany  
. . . Italy . . . Switzerland.

**March 2:** Paul R. Faut's "Sporting Holi-  
day" to Davos & San Moritz for skiing &  
the "International Horse Show on Ice"

For full information, write to

CLARA LAUGHLIN TRAVEL SERVICES

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TEmpleton 8-8770 DEarborn 7-2207

# how to SKI FAST while STANDING STILL

by RICK RUBIN

Skiers have been aware for many  
years that some people ski faster  
standing still than others schuss. Thus  
a man clad in army surplus gear and  
slacks tucked into his socks may schuss  
Sun Valley's Exhibition run in perfect  
control. But when he stops at the bot-  
tom of the lift, he will be going slower  
than a Neiman-Marcus-outfitted girl  
from Texas on her way to the Round  
House for lunch after a morning of  
ping-pong.

Until now, no scientific survey has  
been made to determine what makes  
one skier faster than another in a cock-  
tail lounge. During the winter of 1955-  
56, research conducted by the Western  
Psycho-Socio Research Institute in  
warming huts, bars and chair lift lines  
has resulted in the following table of  
values for ascertaining the effective  
speed of a skier standing immobile on  
the flat. Variables have been held con-  
stant, and all statistical control group  
mechanisms have been utilized. Resul-  
tant speeds are corrected to plus or  
minus 050.349 per cent. All values are  
in miles per hour (European readers  
may multiply miles per hour by 1.6 to  
find kilometers per hour). Reading from  
north to south:



Phil Robertson

Item	Value (mph)
Headband .....	+7.5
Braids (starched to airstream angle) .....	+7.5
Fastcap (obsolete) .....	....
Linen cap, hard bill (obsolete) .	-3.5
Tyrolean hat (green, with European pins and brush or feathers) .....	-8.0
Racing goggles (any color lens)	+8.3
Sun glasses (air force, green) ..	+3.1
Weekend suntan (pale to pink) .	+0.4
Two-week tan (ruddy to brown)	+2.5
Instructors' tan (2nd deg. burn)	+9.3
Zinc oxide on nose .....	-7.8
Racing jacket (cloth and elastic)	+10.0
Sweater, cardigan .....	+8.4
Sweater, pullover .....	+3.9
French racing gloves (very cold)	+7.7
Any other gloves (cold) .....	+4.1
Mittens (warm) .....	-3.2
Single pin from exotic resort (Portillo, Zermatt, Rope Tow Gulch) centered on chest....	+4.6
One patch on parka .....	-3.6
More than one patch .....	-12.7
ULLR watch fob .....	+2.1
Spanish wineskin (half full) ...	+6.5
Knickers .....	+8.2
—with Norwegian pattern socks .....	+6.4
—with argyle socks .....	+4.8
Tight Bogner pants (well stacked girl) .....	+7.5
Blue jeans (faded or worn out) .	+3.9
Socks outside boots (any color)	-13.8
Racing skis (name brand) .....	+7.1
Metal skis (too easy to ski on) .	-7.2
Rental skis .....	-7.2
Nelson edges (cannot be seen)	0.0
Longthongs and beartraps (very brave) .....	+11.4
Longthongs and safety front (brave) .....	+3.7
Safety bindings (intelligent) ...	-5.8
Checked bamboo poles .....	+6.1
Proper stance (casual, relaxed but ready) .....	+6.9
Skis carried together over shoulder .....	+4.0
Skis carried at side with one hand, well balanced .....	+8.0
Skis clutched crosswise to bosom	-6.3

MAXIMUM POSSIBLE SPEED 110.1

(Breaks old world record of 109 mph set by Ralph Miller in Portillo, Chile, in 1955.)

During the current winter the institute's field workers will gather material on the vocabulary, grammar, gestures and other characteristics of "fast standers," who are also known as practitioners of the art of skimanship.

SKI, JANUARY, 1957

## ANNOUNCEMENT

*Dartmouth College announces the opening of its new ski area at Lyme Center, N. H. 14 miles from the Dartmouth Campus at Hanover, N. H.*

• Operated by the college, the new area was developed under the direct supervision of manager Howard Chivers, member of the 1940 U.S. Olympic Ski Team; ski coach Walter Prager, former world champion, winner of the diamond A-K, and coach of the 1948 U.S. Olympic men's alpine team; and assistant coach Allison Merrill, coach of the 1956 U.S. Olympic cross-country and nordic combined teams.

"... no ski area has ever entered upon its first season of operation so expertly and completely developed as Dartmouth's"—SKI magazine

- High-speed T-100 Pomalift, 3775 feet long with 950 feet vertical rise, capacity 800 skiers per hour
- Five trail-slopes designed for skiers of novice to expert ability, carefully groomed and seeded for skiing on a minimum of snow
- Sno-Cat and snow maintenance equipment
- Snack bar
- Sun deck
- Ski patrol
- Skiers' lounge

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# YUMP, OLE, YUMP!

Old jumpers can keep their sport alive  
by building little jumps for youngsters to learn on

by DAVID BRADLEY

**O**LD JUMPERS don't fade. They live in a score of bowlegged popeyed kids clawing their way out of the air on their first forty-foot hops. They live for that occasional youngster born to jump, who rides his skis as though he'd discovered a wonderful new way to laugh. They are, I suppose, suckers for any good boy on the big threes.

So this is a note on small jumping hills. Since the young Finn jumpers hit the big hills in Europe, a revolution in style has occurred. But not in fundamentals. It may be hard to see behind the stylist of today—riding a wave of air down, poised and motionless for 400 feet—the runny-nosed kid with snow-burned wrists and dark eyes struggling back up a little bump for another flailing glorious ride of twenty-eight feet.

But he is there. There is no other way to learn jumping than on small hills. Takeoffs and landings bracket a jump and completely control it. The kid who has not learned takeoffs and landings on a small jump will never

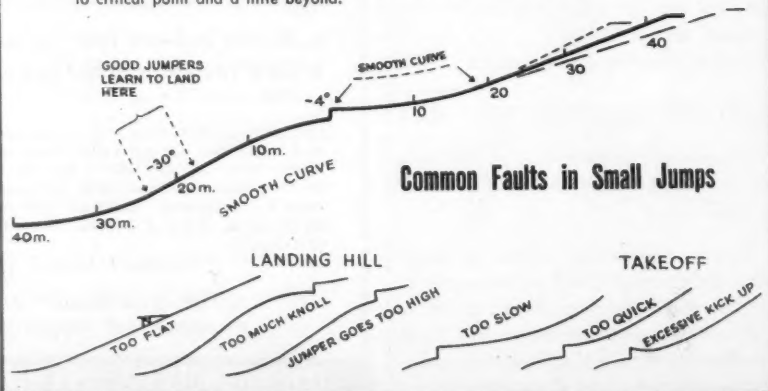
be able to acquire them on a big hill.

Years ago Fritz Kaufmann, one of Switzerland's finest jumpers, wrote in a newspaper that jumping would soon be dead in that empire of snow. Why? Because, he said, Switzerland had ten big jumps and no small ones. In the same vein Sigmund Ruud, who startled the skiing world twenty-five years ago with his record-breaking eighty-six-meter jump, remarked that each season he made 200 jumps on small hills before trying a big hill.

A twenty-meter hill is big enough—seventy feet as a maximum jump. In snow country it is surprising how easy it is to find such hills and how inexpensive to build them. About all you need is a hill with a double-S curve or a knoll part way down, and a flat to run out on at the bottom. A little bulldozing, a little grading and seeding down to rye and grass, a little good will from the farmer whose fence you want temporarily to cut, and you've got a jumping program. A bumpy pasture,

### DESIGN OF A MODERN NORWEGIAN 20-METER JUMP

1. Drop from start to takeoff is roughly equal to drop of landing hill.
2. Transition on to takeoff should be neither too abrupt or too delayed.
3. Landing hill drops in a smooth curve to maximum of about 30° at twenty meters.
4. Takeoff should be so placed that good jumpers can practice jumping to critical point and a little beyond.



or even a flat hill, can be cut and graded to make a good small jumping hill. If you're in luck you'll have enough hill to provide two jumps side by side, one of ten meters (takeoff one to one and one-half feet high), and one of 20 meters (takeoff three to four feet high).

In Hanover we start jumpers on a hill good for jumps of from 5 to 35 feet. (The jump unfortunately is also good for sleds, toboggans, flying saucers, bicycles, downhill skiers, dogs and other uncontrollable menaces, but that is another matter). The purpose of this little hill is to get the boys and girls over their initial (and very reasonable) fear of being in the air. Once confidence comes and the jumpers can begin to *think* about what they are doing we take them to what they like to call "the big jump." It is good for jumps from fifteen feet to fifty-five. There we work, over and over, on takeoffs and landings, and we don't consider going to a bigger hill until these fundamentals are beginning to come more or less automatically.

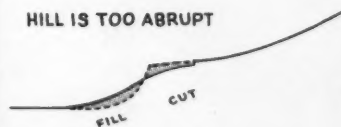
Small hills don't have to be engineered. They are generally made by eye to suit the peculiarities of the terrain and then adjusted after a period of trial. But for those who feel more confidence in building according to a standard profile one is included here, taken from a modern Norwegian hill. It was designed for twenty meters, but its proportions would roughly hold for a ten-meter or a thirty-meter hill. The landing hill is a smooth convex curve, neither too flat nor too highly crowned. The two concave transitions are also

### How to Correct Faults in Natural Hill Contours

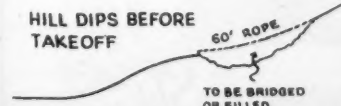
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Wengen and Grindelwald

smooth curves. They can be laid out perfectly well by following the curve of a loose sixty-foot rope.

A small jump requires very little snow and only a few minutes of tramping to keep in shape. One man can supervise the whole program. There are a few simple rules to follow:

1. The hill should be cleared widely of all obstructions—trees, stumps, fences, etc.—especially at the bottom and outrun.

2. The hill should be tramped hard before using and always left well tramped out.

3. It should not be used in rain or hard thaw.

4. Jumpers should run the landing once or twice before going up to jump in order to get the feel of their big skis again and to test the speed of the snow.

5. Anxious parents are always welcome. Parents with dogs definitely not.

Jumpers should use a variety of take-offs. But they should not go on bigger hills until they are ready for them. And they should not become so used to "kickers" on the takeoff as to let the kicker do their jumping for them. It's an easy habit to get.

There are good reasons for letting youngsters learn jumping. It is an incomparable sport in itself. It is relatively safe and it is inexpensive as compared to downhill skiing. It helps develop all-around skiers. Even the flying wishbones would do well to learn a little jumping, for, from what I've seen of downhill racing today, the only time the skier is safe at all is when he's in the air.

Note: Famous for his book, *No Place to Hide*, Dr. Bradley is also well-known in the ski world as one of the skiing Bradleys on the celebrated pre-war Dartmouth ski teams and an indefatigable supporter of junior skiing (with emphasis on jumping, of course!)—Ed.



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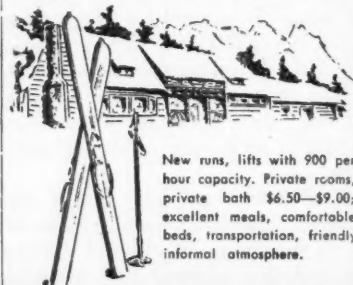
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Our ten year work plan entails twelve double chairlifts divided into five separate areas, but the big news this season is the opening of our new South Bowl—the widest trail in the East—offering for the first time true Alpine skiing!! Our Novice Area also is now complete—offering a brand new double chairlift for the rank beginner. Something new and really different has been added atop the mountain—a weird and won-

derful, three-storied, balconied Summit Lodge.

We have our Ski Shop—a tremendous new wing to the big Snow Lodge. We are trying something different here—a large but still friendly shop, devoted to Skier Service without resort-padded prices. Norse House Inc. of New York City, sharing these ideals, has been selected to head this shop.

More and more, we are the vacation ski resort—last year the number of mid-week skiers increased four-fold. Special mid-week rates, friendly groups of skiers, personal service, untracked powder and our unique Learn To Ski Vacation

plan have brought about this increase.

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We have many new plans for the future. We would love to hear what you think about them. Come and ski with us.

Cordially,

*Walt Schenck*

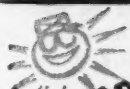


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# YOU'D NEVER KNOW

by BOB BOURDON



PERHAPS, in your ski trips to Stowe, Mont Tremblant, or Cannon Mountain, you have noticed a tall, dark-haired young man skiing with a diminutive blond lady. But, it is more likely that if you did see them you did not take any particular notice of the couple. Like hundreds of others they ski well—without the finesse of the expert, to be sure—but negotiating the slopes and trails in linked stem-christies with no apparent difficulty.

They are a remarkable pair because the young man is blind!

Twenty-six-year-old Abdul Hadi comes from Afghanistan, is working for a Ph.D. in economics at Harvard, and spends most of his winter weekends on skis. He started skiing, as most people do, at the suggestion of a friend. The friend, in this case, is Dolly Kunz, an attractive young lady from Weymouth, Mass. She found "Al" a most enthusiastic ski partner and quick to learn.

Now, in his fifth ski season, he has already skied most of the trails and slopes of the larger eastern areas. He has had only three lessons from professional teachers, and Dolly deserves most of the credit for making him the remarkably fine skier that he is.

Al loves the sensation of skiing fast, and gets the most enjoyment out of skiing a rolling terrain with large bumps. Most of the occasional falls he

takes could be avoided by people with sight, and this is where Dolly helps out. Without her guidance, her telling him when and where to turn, Al would quite literally be lost. This she does by means of her voice and a small bell attached to her ski pole. The bell is not too satisfactory, for Al sometimes finds it difficult to judge its distance and direction accurately.

They have found that the best method is for Dolly to ski behind Al on a trail and in front of him on the open slopes. So far he has had no serious falls, but he admits a certain tendency to run into ski classes.

"Night skiing, fog and snowstorms don't bother me a bit," Al says with a smile. "It's the traffic problem that sometimes makes it difficult!"

One day at Stowe after Al had started down the steeper section of the Standard Trail, a girl pulled up to a stop and confessed to Dolly that she was afraid to ski such a steep place. Dolly, trying to be helpful, pointed to Al and said, "It's really not bad. Even he can ski it."

The girl, watching Al briefly, and not knowing of his handicap, replied, "That's different. He's a very good skier."

Yes, Al is a very good skier, and much more than that, but I don't know just how to say it.



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